

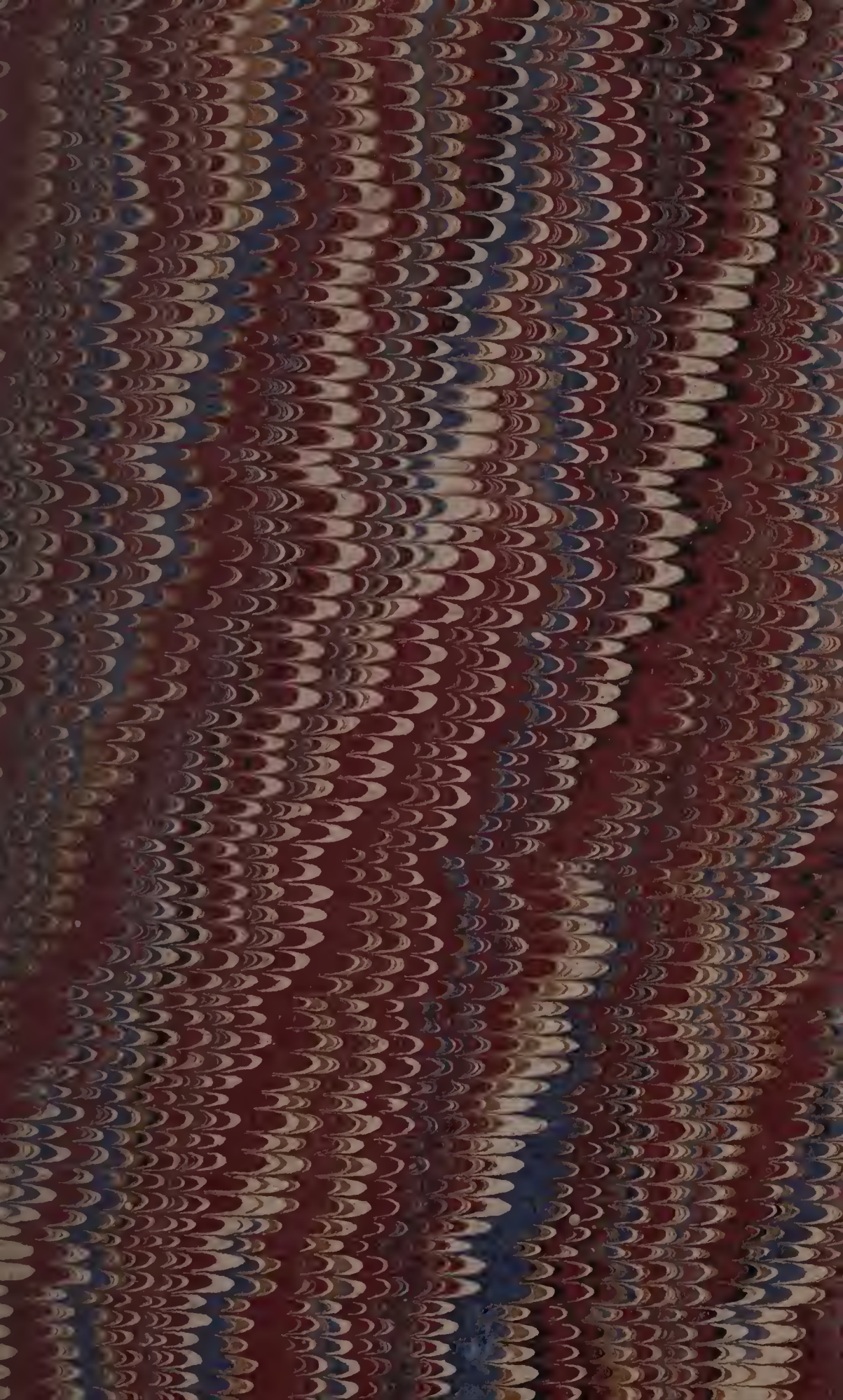
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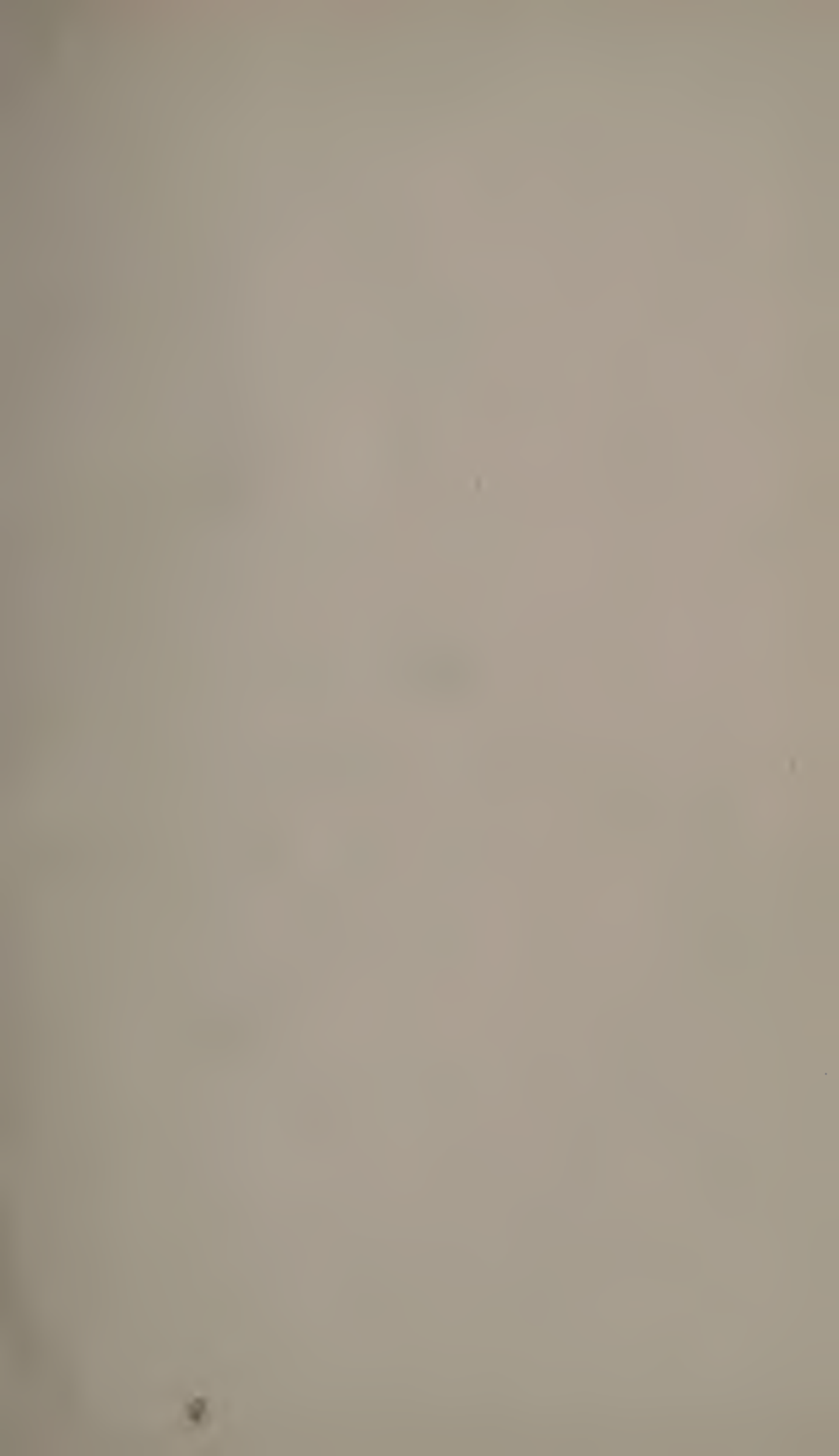
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TAINTOR'S ROUTE AND CITY GUIDES

NORTHERN NEW ENGLAND RESORTS.

NEW YORK TO BOSTON, PORTLAND,
WHITE MOUNTAINS, GREEN MOUNTAINS,
Lake Memphremagog, Lake Champlain,
MONTREAL AND QUEBEC.

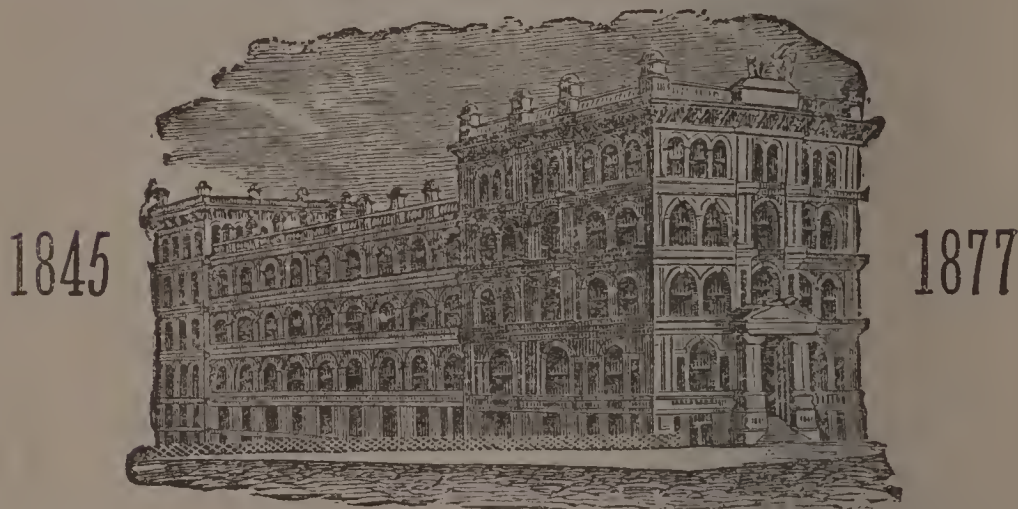


TAINTOR BROTHERS, MERRILL & CO.

758 Broadway, New York.

THIRTY-TWO YEARS' BUSINESS EXPERIENCE.

THE
NEW YORK
LIFE INSURANCE COMPANY,
346 & 348 Broadway, New York.



PURELY MUTUAL—NO STOCKHOLDERS.
DIVIDENDS ANNUALLY, and applicable to the SECOND
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More than \$33,000,000 Assets.
Income, \$8,000,000 Yearly.

The advantages offered by this Company to those desiring Life Insurance are unsurpassed by any other Institution of the kind.

THE NEW-YORK LIFE INSURANCE CO.

Completed the Thirty second year of its existence January 1, 1877. At that time its history was in brief and in round numbers as follows:

The acceptance of ONE HUNDRED AND TWENTY-FIVE THOUSAND MEMBERS (so distributed over the healthful sections of the UNITED STATES, CANADA and EUROPE, that the most favorable average results of mortality are obtained); the receipt of SIXTY-EIGHT MILLION DOLLARS IN PREMIUMS; the payment of SIXTEEN MILLION DOLLARS IN CLAIMS by death, to the representatives of the insured, and TWENTY-TWO MILLION DOLLARS in returned Premiums and DIVIDENDS. During this period, the ASSETS have augmented constantly, and offer ABSOLUTE SECURITY in the sum of THIRTY-THREE MILLION DOLLARS, safely invested and rapidly increasing.

MORRIS FRANKLIN, President.

WILLIAM H. BEERS, Vice-Pres. & Actuary.

THEODORE M. BANTA, Cashier.

✓
NORTHERN

NEW ENGLAND AND CANADA RESORTS.

A HAND-BOOK

FOR

TOURISTS AND TRAVELERS,

DESCRIBING THE ROUTES FROM

NEW YORK AND BOSTON TO THE WHITE MOUNTAINS, LAKE
WINNIPISEOGEE, GREEN MOUNTAINS, LAKE MEMPHRE-
MAGOG, MONTREAL AND QUEBEC, WITH FULL
DESCRIPTIONS OF THE VILLAGES AND
RESORTS ALONG THE ROUTES.

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NEW YORK:

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758 BROADWAY.

1877.

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BOSTON AND PROVIDENCE R. R. DEPOT,
On Pleasant St., foot of Common, Boston, Mass.

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PREPARED FOR
MADON'S AND CITY
ROUTE GUIDES

Scale 1:100,000
Nearly 22 miles to one inch

NORTHERN NEW ENGLAND RESORTS.

“Where shall we go, and how shall we get there?” are the questions everywhere asked by seekers after summer recreation—questions which this volume is an attempt to answer for those whose tastes and location incline them to northern travel. Near the towns man has made, are the mountains, rivers, lakes, sea-shores, of our northern country, still almost as God left them. New York and Boston can in a few hours find themselves turned loose in this grand park of nature, whose snow-capped peaks, flashing cascades, quiet lakes, and cool groves, offer a safe retreat, a sure remedy for the overwork, exhaustion and *ennui* of business or fashionable life in the cities. A short step from one's house or office into the car or steamer presents a transformation. The scene suddenly changes, and the glory begins, of stream and woodland, mountain and valley, birds and flowers, songs and fragrance, making one's journey an enchantment.

The objective points of northern pleasure travel, comprise chiefly the White Mountains of New Hampshire, and their humbler neighbors, the Green Mountains of Vermont, and the Adirondacks of New York, the rivers and lakes of Maine, and the sea-shores and islands of New Hampshire and Maine. The White Mountains lie in the northern part of New Hampshire, and occupy an area of more than 500 square miles. The Eastern group of eleven great peaks have an elevation of from 4,000 feet to 6,235 feet. Many others adjacent have nearly equal altitudes. The Western or Franconia group, though less elevated, have many points of interest peculiar to themselves, which make them successful rivals of their more lofty neighbors.

Naturally rugged, cold and mysterious, mountains do not usually invite familiarity. The ancients made them the homes of their terrible gods. The natives stood in awe of them and rarely ventured near their summits. But the enterprise of New Eng-

NORTHERN RESORTS.

land has created upon them comfortable ascents, luxurious hotels, speedy and easy means of transportation and intercommunication, until the bracing air and the wonderful pictures of grandeur and beauty among these mountain peaks, lakes, and rivers, are available to all.

To those dwelling inland or constitutionally demanding the tonic of sea air and sea bathing in summer, the coasts of New Hampshire and Maine offer peculiar advantages. From Boston to St. John, a long succession of beaches and islands seem designed by nature for places of rest and recreation. Nahant, Swampscott, Hampton, Rye, Wells, Old Orchard, and many others; Isles of Shoals, Deer Isle, Mt. Desert, and others, offer a catalogue of charms out of which the first and chief difficulty is to choose—at any of which much may be found to amply pay for the trouble and expense of a trip.

Pleasure-seekers among the Northern New England resorts will naturally turn their thoughts and course to the contiguous region beyond, and visit Montreal and Quebec. They will find by consulting these pages that the rivers and lakes, the mountains and waterfalls of our Canadian neighbors afford as grand and picturesque views of nature as are afforded on our continent. The St. Lawrence River, from Montreal to its mouth, furnishes rare points of interest to the tourist. Besides the cities of Montreal and Quebec, with their natural and artificial endowments, there are the islands and falls along the river on which the tourist passes to Cacouna, the Newport of the Canadas, and to the River Saguenay, the wildest and most beautiful of our American rivers.

NORTHERN RESORTS.

ROUTES FROM NEW YORK TO BOSTON.

RAILWAY ROUTES.

The traveller from New York to Boston has his choice between routes *all the way by rail, part by rail and part by steamer*. Each has its advantages. The all-rail routes are under the direction and control of the N. Y. and N. H. R. R. The time from New York to Boston is from seven to nine hours; the connections are close; no change of cars; and the comfort and safety of passengers receive the thoughtful attention of the managers of the road. Passengers having chosen whether they will go by Springfield, by the Air Line, or by the Shore Line, will purchase through tickets accordingly in New York, whence they depart, leaving from the Grand Central depot at 42d street and Fourth Ave., and reaching New Haven in about two hours. This route is through a charming country, and by such towns as Stamford, Norwalk, Westport, Fairfield, and Bridgeport.

ROUTE BY SPRINGFIELD.

This route leads over the New Haven and Hartford R. R., giving views of the Connecticut river scenery, and such towns as Meriden, New Britain, Hartford and Springfield. Close connection of cars is made without change over the Boston and Albany R. R. via Worcester to Boston. Distance, 234 miles.

AIR LINE ROUTE.

This is a more direct and shorter route, leading through the romantic hill country of Eastern Connecticut by Middletown, Willimantic, Putnam, and Woonsocket to Boston.

SHORE LINE ROUTE.

This is a still shorter route from New Haven, passing Guilford, Saybrook, New London, and Providence, and enjoying fine views of the Sound and the scenery along its shore.

All these lines furnish the best of palace and sleeping cars, and every appliance for safety, speed and comfort.

NORTHERN RESORTS.

STEAMER ROUTES.

NORWICH LINE OF STEAMERS.

The fine boats "City of New York" and "City of Boston" leave pier No. 40, North River, at 5 o'clock P. M. Their appointments and conveniences are complete, their management liberal and business-like. The sail on them affords a full view of the metropolis, the harbor and rivers, their islands and institutions, and the various towns and points of interest along the two shores of the Sound. Time and opportunity for a good night's sleep are afforded. Arriving at New London at 4 o'clock A. M., the train is ready an hour later to take passengers to Boston by the N. Y. and N. E. R. R. via Worcester or Woonsocket, where time is given for breakfast—reaching Boston about 10 o'clock A.M.

STONINGTON LINE OF STEAMERS.

The large, well known boats of this line, the "Narragansett" and "Stonington," leave Pier No. 33, North River, at 5 o'clock P. M. in summer, at 4 o'clock in winter; and, steaming through the East River and the Sound, arrive at Stonington at 4.30 A. M. The arrangements for the comfort of passengers, both at the table and in the staterooms, are elegant and ample. Making close connection, passengers are taken over the Shore Line R. R. from Stonington via Providence, arriving at Boston at 7 A. M.

PROVIDENCE LINE OF STEAMERS.

This line offers since May 1st, 1877, special attractions. The new and magnificent steamer "Massachusetts" and the well-known "Rhode Island," leave Pier No. 29, North River, foot of Warren street, at 5 o'clock P. M. daily in summer, at 4 o'clock in winter. These boats are complete in every respect, both for the comfort, safety and pleasure of passengers. In addition to the sail through the Sound, is that up the Narragansett Bay. A full night's rest can be obtained—the boats arriving at Providence at 6 o'clock A. M. Sixty minutes ride by rail—42 miles—over a double track road, by a new and elegant express train, lands passengers in Boston in time for breakfast.

PORTLAND AND WORCESTER LINE.

The Steamboat train from the Norwich Line and the Boston and Philadelphia Express Line, arrives at the New Union Station, Worcester, at 7.33 A.M., daily (Monday mornings excepted). Passengers take breakfast here, and proceed via Portland and Worcester Line, at 7.50 A.M., to *Clinton*, one of the most thriving villages in New England, where connection is made with the Boston, Clinton, Fitchburg and New Bedford R. R., for Leominster, Fitchburg, Winchendon, Keene, Bellows Falls, and points on the Rutland Railroad. At *Ayer Junction*, connection is made with Fitchburg R. R. for Boston and Mason Village, and with the Hoosac Tunnel Line to and from the West.

At Nashua, N. H., 46 miles from Worcester, connection is made with Concord R. R., with through Express trains for Manchester, Concord, White River Junction, Montpelier, Burlington, St. Albans and Montreal, via Central Vermont R. R.; also for Lake Winnepesaukee, Plymouth, St. Johnsbury, Newport, Vt., Montreal and Quebec, "via Montreal and Boston Air Line," and for Littleton (stages for Profile House), Franconia Mountains, Lancaster, Bethlehem, and the White Mountains.

From Nashua, this line continues in an easterly direction, crossing the Manchester and Lawrence R. R. at *Windham*; the Concord and Portsmouth R. R. at *Epping*, and at Rochester close connection is made with Boston and Maine R. R. for Alton Bay; and the Eastern R. R. for North Conway and the White Mountains, including Glen Station (stages for Glen House, 15 miles), Upper Bartlett, Jackson, Crawford House and Fabyan House, and points on the Portland and Ogdensburg R. R.

Continuing from Rochester, 95 miles from Worcester, the line passes through Springvale, Me., Alfred, Saco River, Saccarappa, Gorham and Westbrook Junction, where connection is made for all points on the Maine Central R. R. Two miles from Westbrook Junction is the city of Portland, the Eastern terminus of the line, 147 miles from Worcester.

Connection is made in Portland with Grand Trunk Railway, and with Steamers for Mt. Desert, St. John and Halifax.

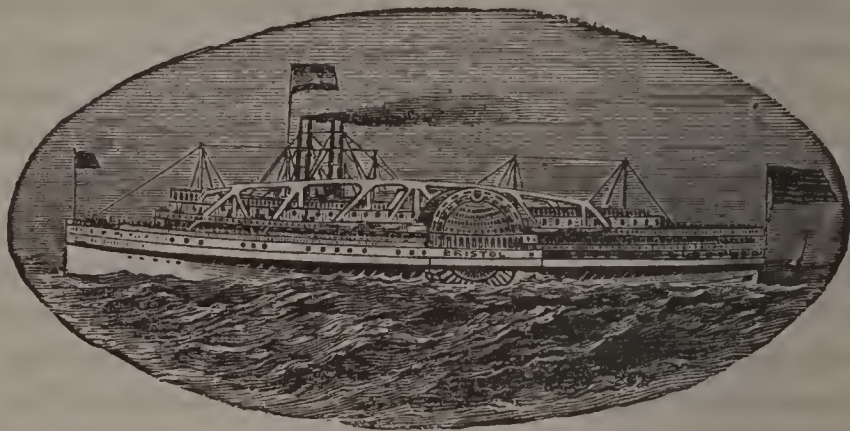
This is the *only* line running *through* parlor cars between Portland and Long Island Sound, and the White Mountains and Long Island Sound.

H. N. TURNER, Worcester, Mass.,
Freight and Passenger Agent.

NORTHERN RESORTS.

FALL RIVER LINE OF STEAMERS.

Still another line of boats run up the Sound to Fall River, connecting there with through express trains to Boston and other points. Passengers choosing this route will set out from Pier No. 23, North River, at 5 o'clock P.M. in summer, and 4 P.M. in win-



STEAMER "BRISTOL" OF FALL RIVER LINE.

ter. The "Bristol" and the "Providence" are well called "floating palaces. Their large state-rooms lighted with gas, their band of music and promenade concerts every evening, their generous supplies of everything to please and satisfy the senses of those seeking recreation or travelling on business, make this route deservedly popular with best classes.

Arriving at Fall River, on Mt. Hope Bay, an arm of Narragansett Bay, at the confluence of Taunton and Fall Rivers, at 4 o'clock A.M., passengers can without haste or discomfort get ready for the train which starts at 5 o'clock, A. M. on the Old Colony R. R. reaching Boston about 7 o'clock A. M.

BOSTON.

HOTELS:—*Brunswick, American, Tremont, Revere, Parker, St. James, Young's, and others.*

The metropolis of New England and the second commercial city of America, occupies a peninsula lying between the Charles River and Boston Bay, which constitutes the *old* portion, or Boston proper, while included within the city limits are East Boston and South Boston. The former is separated from Boston proper by a portion of the harbor, and the latter by a narrow creek, the outlet of South Bay. On the south-west it is connected with Roxbury by what is called the "Neck," once a narrow isthmus, but now much enlarged to make room for a rapidly increasing population. Its surface is very uneven, rising at three different points into elevations of considerable height. One of these called Beacon Hill is 138 feet above the sea level. It was called by the Indians "Shawmut," and by the early English settlers "Tremont" or "Trimount," appellations that still cling to some of its principal avenues. In part owing to the unevenness of its surface, and because it was originally laid out upon no systematic plan, its streets are perhaps the most irregular of any city in the country. Recent improvements, however, have remedied some of these defects, so that Washington and Tremont streets, its principal thoroughfares and promenades, are convenient and capacious.

As the oldest city of the New World, it abounds with traditional and historical associations, while for the high social culture of its society, the eminent literary talent of its numerous writers, the eloquence and ability of its public speakers, as well as for the enterprise and public spirit of its merchants and business men, it stands preëminent among the cities of America.

Its location is upon the best harbor on the New England coast, opening to the sea between two points nearly four miles distant from one another. It is sheltered from the ocean by the peninsulas, of which these two points are the extremities, as well as by a number of islands, between which are three good passages. Good anchorage ground is afforded by the harbor for vessels of

NORTHERN RESORTS.

the largest tonnage. Along the south side of the harbor lies South Boston. It embraces about 600 acres, and is handsomely and regularly laid out. It has numerous and extensive foundries, machine shops, and other manufactories. At Alger's foundry immense cannon are cast. Near its centre, about two miles from the State House, are the famous Dorchester Heights, which the Americans fortified in 1775. They rise 130 feet above the ocean level, and afford a fine view of the bay and surrounding country. Here is a capacious reservoir of the Boston Water Works, a large and well managed Asylum for the Blind, the Houses of Industry, Correction and Reformation belonging to the city. These occupy upwards of sixty acres of ground. East Boston occupies what was formerly known as Noddle's Island. Previous to 1832 it was the private property of a few individuals, who then laid it out in streets and city lots. It is now an important business section of the great city, and is engaged in ship-building and various branches of manufacture. A wharf 1,000 feet long is devoted to the use of the Cunard line of steamers of Liverpool.

Boston Common is one of the finest public parks to be found in any city. It occupies a central position, contains nearly 50 acres of rolling surface, with inviting walks beautifully shaded by giant elms, some of them more than one hundred years old. In the centre is a small pond, the site of the ancient "Frog Pond," where a fountain sends up a stream 60 or 70 feet. These grounds are enclosed by an iron fence. The Common is bounded on the north, east, and south, by Beacon, Tremont, Boylston, and Park streets, upon which stand many of the finest and oldest mansions of the city. On the west, separated from it by Charles street, is the Public Garden, containing some 24 acres, ornamented with walks, artificial ponds and fountains, parterres of shrubs and flowers, and a fine conservatory. A stroll here is delightful, while near by are the magnificent avenues, with their elegant and costly buildings, on what is called "Back Bay."

Among its public buildings, the State House is the most conspicuous. It stands on Beacon Hill fronting the Common. Its dome, 50 feet in diameter, 120 feet high, 230 feet above the sea level, affords a view unsurpassed by any in the United States. The entire city, the harbor with its islands and fleets, the Bunker

NORTHERN RESORTS.

Hill monument, innumerable towns and villages with the fertile fields between, lie outspread before the eye in pictured beauty and distinctness. This edifice was begun July 4th, 1795, and completed in 1798. In front stand the bronze statues of Daniel Webster and Horace Mann, and upon the entrance floor, Chantrey's marble statue of Washington, around which are grouped the colors of the different regiments of the State engaged in the late war, with trophies of the Revolutionary war.

Faneuil Hall, called the "Cradle of Liberty," is in Faneuil Hall Square. It is built of brick and is 100 feet long, 80 feet wide, and three stories high. It was built and given to the city by Peter Faneuil, a Boston merchant, in 1742, and rebuilt in 1768. The main hall is 76 feet square, and contains some fine portraits of distinguished Americans. It is used for political gatherings and public meetings, and is an object of interest and pride to Americans. Here in Revolutionary days orators fired the people with courage to resist British aggressions, and often since, its walls have echoed with the stirring eloquence of our greatest patriots and statesmen.

Quincy Market, immediately east of Faneuil Hall, was when new the handsomest market building in the United States. It is built of granite, is two stories high, surmounted by a dome. Quincy Hall, the second story, is so constructed as to be in several apartments, or one, as the occasion requires. Annual fairs are held here, when it is connected with Faneuil Hall by a temporary gallery or bridge. The Boston Custom House is a huge granite structure in the form of a cross, erected by the Federal Government at a cost of about \$1,100,000. The Merchants' Exchange building is fire proof, standing on the south side of State street. The front is built of Quincy granite, with four pilasters, each 45 feet high and weighing 55 tons. Here the great fire of 1873 was checked on State street. The new City Hall is of white Concord granite, and cost \$600,000. In front of it stands the bronze statue of Franklin. The Old South Church, the shrine of Boston, is on Washington, near School street. It was built in 1729, on the site of a former one built in 1669. It is full of historic associations dear to every American, and will be kept as a reminder of the sacrifices of our fathers for our liberties. The U. S. Post Office and

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Sub-Treasury building, on Milk and Devonshire streets, is an imposing structure of granite, costing from \$2,000,000 to \$3,000,000. It is in the French style of architecture, with an immense roof and groups of statuary in front. Space will permit scarcely a mention of Music Hall, with its big organ; the Masonic Temple, with its mediæval architecture and interior antiquities; the Boston Public Library, with its 193,000 volumes and 100,000 pamphlets; the Boston Atheneum, with its 100,000 volumes and its gallery of statuary and painting; the Public Schools—the finest in the country; the churches, the hospitals, and institutions of benevolence, for all which Boston is famous. No description can do them justice. The visitor needs to see them.

The suburbs of Boston have many attractions. Seven bridges, most of them free, connect Boston with neighboring towns and cities. Horse cars and stages run every few minutes to Charlestown, the site of Bunker Hill Monument, a granite column 220 feet high, with spiral steps inside to the top. Here are also the United States Navy Yard and naval depot. Harvard University, the oldest college in the country, is in Cambridge, three miles from the city, and accessible by horse cars from Bowdoin Square. A mile west of the University is Mount Auburn Cemetery, covering 125 acres, diversified with hill and dale, beautified by art, and rich with a natural growth of forest trees. The region of country, within ten or fifteen miles of Boston, surpasses in beauty, good taste, and attractiveness of its residences, parks, lawns and gardens, that of any section of equal size in America, if not in the world. Here reside many of the merchants and business men of Boston, who find the narrowness and contraction of the city limits unsuited to their tastes and necessities.

The extensive commerce of the city with all parts of the world necessitates extensive warehouses, docks, and shipping facilities, and numerous railroad depots of which Boston has some seven, all commodious and most of them beautiful structures.

The depots of the Boston, Lowell and Nashua, the Eastern and the Fitchburg Railways are in the northern part of the city, on Causeway Street. The Boston and Maine R. R. Depot is on Haymarket Square, just south of the above. The Old Colony R. R. Depot is on the corner of Kneeland and South Streets. The Bos-

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ton and Albany R. R. Depot is on Beech Street, corner of Lincoln. The Boston and Providence R. R. Depot is on Pleasant Street, near the Common.

HOTELS OF BOSTON.

The Hotel Brunswick, on Boylston Street, corner of Clarendon, south-west of the Common, is new and complete in every respect. The house is constructed and furnished with the most careful regard to the tastes and wants of a cultivated and refined public. To accomplish a perfect result, time, labor, and money were, and are still, lavished. The hotel is easy of access, and still is in the most quiet and fashionable locality of the city. The street cars pass its doors.

The American Hotel, a large brown-stone building on Hanover Street, with 400 rooms, is noted for its cleanliness and comfort. The management is efficient in every department. It is conveniently located both for business or pleasure; has an elevator and all the appointments of a strictly first-class hotel. The prices are graduated according to the location of rooms, and are as low as the excellence of the accommodations and the abundant supplies of the table will allow.

The Parker House, on School street, and Young's Hotel on Court avenue, both on the European plan, are strictly first-class. At the National, on Haymarket Square, opposite Boston and Maine R.R. Depot, Adams House, the Quincy House, the Crawford, the Belmont, and several others, the traveler can be entertained in a substantial way at moderate cost.



THE BOSTON, LOWELL, AND NASHUA RAILWAY.

FROM BOSTON TO THE WHITE MOUNTAINS,
MONTREAL AND QUEBEC.

BY THE BOSTON, LOWELL AND NASHUA R. R.

This route presents peculiar attractions to the traveling public. It includes the Boston, Lowell and Nashua, the Concord, the Northern (N. H.), the Central Vermont, and the Vermont and Canada Railways. The through line arrangements also include connections with the Connecticut and Passumpsic River Railroad at White River Junction, and with the Boston, Concord, Montreal, and White Mountains Railroad at Concord, N. H., for the White Mountains. Passengers leave Boston from the magnificent passenger depot on Causeway St., in the north part of the city.

At Lowell, where the Concord and Merrimack rivers unite, forming the immense water power, the road enters the beautiful Merrimack valley and follows the river's right bank to Nashua, thence on via Manchester to Concord. From Concord, the route is through the romantic scenery along the shore of Lake Winnipiseogee, across mountain streams, beneath mountain shadows, till the traveler is landed at the White Mountains.

From Wells River travelers reach Montreal via Montpelier over the Wells River and Montpelier Railroad, and the Central Vermont Railroad, or via St. Johnsbury and St. Albans over the Connecticut and Passumpsic Rivers, the Portland and Ogdensburgh, and the Central Vermont Railroads, or via Newport and Richford, Vermont, over the Passumpsic, South Eastern and Central Vermont Railroads. The approach to the White Mountains by express trains without change of cars is, by the Boston, Concord and Montreal White Mountains Railroad, via Littleton, Wing Station, Fabyans, to the base of Mount Washington, connecting with the Mountain Railway to the top of Mount Washington. The northern terminus of the B. C. and M. R. R. is Groveton Junction, 220 miles from Boston, where connections are made with the Grand Trunk R. R., for Northumberland, Richmond, and Quebec.

FROM BOSTON TO THE WHITE MOUNTAINS, MONTREAL AND QUEBEC.

BY WAY OF THE BOSTON AND MAINE RAILROAD.

Leaving Boston from the depot of the Boston and Maine Railroad, on Haymarket Square in the northern part of the city, the traveler passes Charlestown Heights, Bunker Hill Monument, and for twelve miles a succession of fine thrifty suburban towns.

At Lawrence, Mass., White Mountain passengers may diverge to Manchester, there joining the through trains north, or passing by Haverhill and Exeter to Dover, there change cars for Alton Bay, twenty-eight miles distant, on Lake Winnipiseogee, where the steamer owned and run by the Boston and Maine Railroad will transfer them over the beautiful lake to Centre Harbor, whence they take stages for West Ossipee on the Conway Branch of the Eastern Railroad, or to Wolfeborough on the eastern side of the lake. Or if they would approach the mountains at a point farther north, and by a longer ride by rail, they will be carried from Dover thither by the Boston and Maine Railroad to Portland, and thence to North Conway, Fabyans, etc., by the Portland and Ogdensburgh Railroad, or from Portland to Gorham and the Glen House, by the Grand Trunk Railroad. For routes from the White Mountains to Montreal and Quebec, see page 74.

By its numerous branches to Medford, Danvers, and Newburyport, Reading, Lowell, Lawrence, Georgetown, etc., it reaches a large and populous area, and competes successfully for patronage. The management and business energy of the Boston and Maine Railroad show themselves in the cleanliness and little comforts found in the cars, eating-houses, and depots, not less than in the appliances to secure the speed and safety of their trains. Through express trains leave Boston at hours convenient for passengers arriving in Boston by the various routes from the West and Southwest, sending palace cars through to Gorham, and making close connections at Portland with all trains for the White Mountains, and points north; with trains of the Maine Central for Bangor and points east; and with the steamboat lines from Portland to Mt. Desert, Rockland, St. John, Halifax, Prince Edward's Island, and the other British Provinces.

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FROM BOSTON TO THE WHITE MOUNTAINS, MONTREAL, QUEBEC, PORTLAND, AND THE NORTH-EAST RESORTS.

BY THE EASTERN AND MAINE CENTRAL RAILWAYS.

Leaving Boston from the depot of the Eastern and Maine Central Railroad on Causeway Street (the central depot of the three on this street), travelers pass by the shortest route possible to the popular watering places in Northern Massachusetts, in New Hampshire and Maine, and also to Bangor, St. John, and the Provinces. By its Conway Branch it delivers passengers at Wolfeborough, on Lake Winnipiseogee, and at North Conway, and thence by the Portland & Ogdensburgh Railroad up the valley of the Saco, and through the famous White Mountain Notch to Crawford's, and points beyond. It has numerous branches, viz., Saugus, Swampscott and Marblehead, Salem and Lawrence, South Reading, Gloucester, Essex and Amesbury, Portsmouth and Dover, etc. By this railroad and its branches are reached nearly thirty sea-shore resorts, most of which are on or near its main line. No route in New England offers more numerous or varied charms to the tourist and pleasure-seeker. It is confessedly one of the best equipped and managed roads of New England. Its cars are neat and clean, its tracks level and solid, its officers and employes polite and obliging, and the scenery along its course a continual feast to the eye. Through tickets will be obtained for all points north and north-east at the depot, or of ticket agents, generally, and connections at Portland with all out-going main lines for the North, West, and East studiously effected.

INTERNATIONAL STEAMSHIP COMPANY. FROM BOSTON TO PORTLAND, EASTPORT, ST. JOHN.

The splendid steamers of this line ply between Boston, Portland, Eastport, and St. John, N. B., and afford to tourists a charming sail as well as a change from the dust, heat and confinement of railway travel in summer. Connections are made to Calais, Me., Halifax, N. S., Charlottetown, Prince Edward's Island; and the tourist who includes in his trip the St. Lawrence, Quebec and

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Montreal, will find this way a restful and pleasing method of travel. Time from Boston to Portland, about eight hours; from Portland to Eastport, fifteen; from Eastport to St. John, four.

The steamers of this line are the *New York*, *City of Portland*, and *New Brunswick*, one of which, in April, May, and June, leaves Boston at 8 A. M., Monday and Thursday, and in July, August, and September, at 8 A. M., Monday, Wednesday, and Friday. Those desiring it may leave Boston by the Boston and Maine, or the Eastern R. R., on morning or noon trains, and connect at Portland with steamer. Through tickets are for sale at the depots of these railroads. Returning, a steamer will leave St. John at 8 A. M., and Eastport at 1 P. M., for Portland and Boston on the same days in summer, as above.

PORTLAND TO BANGOR, MT. DESERT, MACHIAS, ETC.

The steamer *Lewiston*, of this line, leaves Railroad Wharf, Portland, for Machias Port every Tuesday and Friday evening at 10 o'clock, or on arrival of express trains from Boston, for Mt. Desert and Machias Port and intermediate landings, and arrives at Mt. Desert at about noon. Returning, she leaves every Monday and Thursday at 4.30 A. M., and, as before, landing at Rockland, Castine, Deer Isle, Sedgwick, Mt. Desert, Millbridge and Jonesport, arrives in Portland usually in time for the 2.40 A. M. train for Boston.

The *City of Richmond* leaves Railroad Wharf, Portland, for Bangor every Monday, Wednesday, and Friday evening, at 10 o'clock, or on the arrival of the 6 o'clock express trains from Boston, touching at Rockland, Camden, Belfast, Searsport, Sandy Point, Bucksport, Winterport, and Hampden. Returning, she leaves Bangor every Monday, Wednesday, and Friday morning at 6 o'clock, touching the landings as above, and arriving in Portland in time for the 6 o'clock P. M. express trains due in Boston at 9.50 P. M. These steamers are strong and spacious, and afford reliable connections with the railways. The state-rooms are ample, and the sail, especially by day, whether along the islands and reefs of the coast, or through Penobscot Bay, is one of peculiar beauty.

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FROM BOSTON NORTH *via* BOSTON, LOWELL, AND NASHUA RAILWAY, &c.

Leaving the Boston and Lowell Railroad Station, on Causeway street, Boston, and crossing the long bridges over the Charles River, we soon reach

WEST MEDFORD,

Middlesex Co., Mass. 5 m. fr. Boston,

A small village, and express trains do not stop at the station. At the village of Medford, a mile east of the station, is Tuft's College, incorporated in 1852, and well known as the School of Universalism. The College is pleasantly situated on Walnut Hill, and is surrounded by ornamental grounds. West Medford is the site of Brook Farm, where, some years ago, Hawthorne and other congenial spirits formed a "community" and lived for several years as a family, having all things in common.

Eight miles from Boston, in the same county, is Winchester, where the branch railway to Woburn Centre diverges. Winchester contains manufactories of chemicals and piano-fortes, machine shops and tanning establishments, and extensive vegetable gardens. We pass, two miles farther on, East Woburn, the junction of the Stoneham Branch Railway to Stoneham, two miles distant, where there are extensive manufactories and tanneries; then Woburn and Wilmington, unimportant stations; Billerica, a station between the village of the same name, one and a half miles west, and Tewksbury, two miles east of the station. Billerica contains about 2,000 inhabitants, engaged in farming and manufacture. They have woollen and cotton mills and chemical works. The Howe School is also here. At Tewksbury is the State Pauper Institution, costing about \$100,000.

Passing the thriving little village, NORTH BILLERICA, 22 miles from Boston, we reach

LOWELL,

Middlesex Co., Mass. 26 m. fr. Boston. Pop. 42,000.

HOTELS—*Washington, Merrimac, American.*

Among the large manufacturing towns of America, Lowell has hardly a rival in the extent of her works, the number of hands employed, and the amount of capital invested. The city is built

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chiefly on the right bank of the Merrimac, near its junction with the Concord River. The manufacturing interest is, of course, the controlling power in the place, and the result is that Lowell is a model worthy of imitation in many of our larger cities.

In 1821, there were twelve houses on the land now occupied by this busy population. A few years previous to that date, a canal known as the Pawtucket Canal had been dug around the falls of the same name, for purposes of navigation. Messrs. William Appleton and Patrick T. Jackson are the gentlemen to whom belongs the credit of inaugurating this enterprise. The company was incorporated in 1822, under the title of the Locks and Canal Co., and work was at once begun to prepare the ground for building and the water-power for use. With characteristic forethought it was decided that an appropriation should be made for a church, which was done, and St. Ann's Church still stands to commemorate the wisdom of its founders. Soon afterward an appropriation for a public library was made, and a library established, which has since grown to large dimensions.

The first wheel of the Merrimac Co. was set in motion on Sept. 1st, 1823. In 1846 the present grand canal was decided upon, and Mr. J. B. Francis appointed to superintend its construction. The outlet of Lake Winnipiseogee was purchased, with water rights, and every improvement in machinery has been introduced as rapidly as its advantages were recognized. The water-power, about 10,000 horse-power, is leased to the manufacturers by the owners. The wheels in use at present are that pattern of turbines known as Boyden's Improvement.

The visitor should not fail to see the huge mills of the Merrimac Manuf. Co.; the Lowell Manufacturing Co., where thirty to forty thousand yards of carpet are made a week; the Lowell Bleachery, where 15,000,000 yards of cotton goods are annually bleached. The establishment has some interesting chemical works, for they make their own "drugs." Among these is the only vitriol furnace in the country. An interesting fact was told the writer by Mr. F. P. Appleton, agent of the Bleachery, while inspecting the steam-engine which drives the machinery. The arrival of the Monitor in Hampton Roads, on March 9, 1862, was Providential in more than one particular. While this engine was being

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built, in 1861, by the Corliss Steam Engine Co. of Providence, R. I., the New York contractors for the building of the original Monitor found that there was no lathe in the country, excepting that of the Corliss Company, large enough to turn the "turret ring" upon. They accordingly shipped the ring to Providence. It reached its destination on November 18, 1861. Two days after it was bolted to the great fly-wheel of the Bleachery engine, then in the works, and on the 3d day of December following it was returned to New York completed. Thus we find another link in the chain of events which saved our fleet on that memorable day in Hampton Roads.

The capital stock of Lowell manufacturing companies in 1871 was \$14,000,000; the mills, 69; operatives, about 15,000, male and female, who received upwards of \$80,000 a week. The city has railroad connections, not only with Boston, but with Lawrence and the East, by the Lowell and Lawrence Railroad; with Nashua and Manchester, by the Lowell and Nashua Railroad; with Worcester and Fitchburg, by the Stony Brook Railroad; and with Framingham and the valley of the Blackstone, by the Lowell and Framingham Railroad. A hospital at Lowell is sustained by the several manufacturing corporations for employés. Lowell has numerous churches, schools, public libraries, and fine dwellings.

Passing Middlesex, a suburb of Lowell, we arrive at North Chelmsford, Middlesex Co., Mass., at the mouth of Stony Brook, the source of water-power to a great number of manufactories in this and adjacent towns. Here the Stony Brook Branch Railway diverges to Groton Junction, Mass., seventeen miles distant, where it connects with the Cheshire, Vermont and Massachusetts, Fitchburg and Worcester and Nassau Railways.

The next stations, Tyngsboro' and Dunstable, thirty-two miles from Boston, is for the accommodation of two places of the same names—the former near the station on the right bank of the Merrimac, the latter six miles west, and both being farming districts.

NASHUA,

Hillsborough Co., N. H., 40 m. fr. Boston. Pop. 12,000.

HOTELS—Indian Head and Tremont.

This is a city pleasantly located on both sides of the Nashua River, and upon a diversified surface, rising in some places 100

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feet or more above the water. It is well ornamented with shade trees, is supplied with aqueduct water and gas. The Nashua River, which here has a fall of fifty or sixty feet, furnishes ample water-power for its numerous factories, mills, foundries, and machine-shops. The Nashua Manufacturing Co., the Jackson Co., and other cotton mills, employ many operatives.

There are three railway depots in and near Nashua. The through-line depot is at the eastern extremity of the town, which is nearly invisible from it. A mile west of this is the principal or Boston depot, on the north side of the river on the main street, and at the junction of the Wilton Branch. One-half mile south of this depot is the depot of the Worcester and Nashua Railway.

The city enjoys railroad connections, not only with the main line north and south, but with the Nashua, Acton and Boston Railroad; the Nashua and Worcester Railroad, running in connection with the Nashua and Rochester Railroad, which connects at Rochester with Portland and Rochester Railroad for Portland, and with the Wilton Branch Railroad to Greenfield.

THE WILTON BRANCH RAILWAY.

This road diverges from the through line at Nashua, and runs twenty-six miles in a northwesterly direction into the romantic hill country north of Wilton to Greenfield, N. H., sixty-six miles from Boston. Among and upon these hills, and in the immediate vicinity of the railway, are many large and commodious public houses, that are well filled in summer by visitors and families from Boston and elsewhere. Being but two or three hours' ride from the city, and accessible by numerous and convenient trains, they afford very desirable retreats from the discomforts of summer in town, and are liberally patronized. The Whiting House, the Mount Vernon House, the Milford Springs Hotel, the Amherst Hotel, and Dunklee's Greenfield Hotel, are among the best, accommodating from 100 to 300 guests each. A large number of visitors and boarders are also cared for in private houses. Lines of stages connect with Peterborough, New Ipswich, Frankestown, and various points of interest in the southwestern counties of the State. Passing South Merrimac, Hillsborough Co., N. H., a small village forty-

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five miles from Boston, in a hilly country, and on the Souhegan River, we come to Amherst, forty-eight miles from Boston. This is a town of about 2,000 population. Horace Greeley was born here, in a small and plain house, which is still standing. The Souhegan River furnishes good sites for water-power. Iron ore is found in the hills bordering the stream. Mineral springs abound in the vicinity, one of which is acquiring some popularity from its medicinal properties. It is known as the Amherst Spring. A new hotel has lately been erected near the springs, and stages run regularly to it during the summer months. Distance, three miles.

MILFORD,

Hillsborough Co., N. H., 51 m. fr. Boston. Stages run daily to Mount Vernon ; tri-weekly to Francestown.

Broad and level meadows surround this station, on which is the pleasant village of Milford. The town contains about 2,500 inhabitants, many of whom are engaged in the extensive tanneries and cotton-mills of the vicinity. This town is the birth-place of the famous Hutchinson family, whose homestead was long an object of interest to visitors, but has now passed into other hands.

WILTON,

Hillsborough Co., N. H., 55 m. fr. Boston. Pop. 2,000.

HOTEL—Whiting House.

Wilton is delightfully situated in the Souhegan valley, which is here narrow and bounded by hills. There are four woollen-mills in the vicinity; also tanneries, starch factories, glass-works, furniture factories, and saw-mills. The American Sillex Company—a well-known firm—is in this town. A most productive dairy region surrounds Wilton; 2,000 gallons of milk are daily taken to Boston. Granite is quarried not far from the village. Wilton is a popular resort for summer visitors; its nearness to Boston rendering it easy of access for business men, who can be with their families at night and in their city offices during business hours. Pleasant rides and walks abound in the vicinity. Barnes' Falls is two miles distant, and Mount Monadnock is twenty-five miles west; besides which are many other resorts within easy driving distances. Four miles further we find Lyndeborough, Hillsborough Co., N. H., the location of extensive glass-works.

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GREENFIELD,

Hillsborough Co., N. H., 66 m. fr. Boston. Pop. 1,000.

HOTEL—*Dunklee's Greenfield Hotel.*

This is the terminus of the Wilton Branch Railroad, and is connected by daily lines of stages, which are under the efficient management of the Boston and Lowell Railroad Company, with Peterborough, Francestown, and the whole interior of the southwestern portion of the State, thus making Greenfield an excellent rendezvous for those who desire to make short excursions through a very beautiful portion of the country.

CONCORD RAILROAD.

The route by this road follows the valley of the Merrimack River, a distance of 35 miles, from Nashua to Concord, pursuing its right bank as far as Goff's Falls, where it crosses to the east side, thence to Hookset, where it recrosses to the right bank, and thence to Concord. A branch leaving the main line at Hookset passes up the east side of the river through Pembroke, joining the line again a short distance before it reaches Concord. Although its length is not great as compared with many other roads, still it is one of the most important railways of New Hampshire. It forms a part of the great Trunk line between Boston and Northern New Hampshire and Vermont, as well as Canada and the West by way of the Lakes.

Connections.—At Manchester with the Manchester and Lawrence, the Concord and Portsmouth, and the Manchester and North Weare Railroads. Concord is the point of divergence of the Boston, Concord, and Montreal, the Concord and Claremont, N. H. Railroads, and the Northern Railroad to White River Junction, and thence to Montreal. Going north from Nashua, we pass Thornton's Ferry and Merrimack, unimportant towns, Reed's Ferry, 48 miles from Boston, the location of the Granite State Military Institute, a school for boys, also Litchfield, a small town on the opposite side of the river; then Goff's Falls, 53 miles from Boston, so called from a former resident. On the outlet of Wassabesic Pond, a half mile south of the station, is a village in which is a manufactory of woollen yarn. The railroad here

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crosses the Merrimack River, on an excellent double track bridge about 700 feet long.

MANCHESTER,

Hillsborough Co., N. H., 55 m. fr. Boston. Pop. 30,000.

HOTELS — *Hazeltine House, National, and Manchester House.*

The city of Manchester, incorporated in 1846, is one of the most important manufacturing cities of New England. Its situation is on the east side of the Merrimack River, and it grew rapidly within a few years from an inconsiderable village to its present size. It includes within its limits the villages of Piscataquog and Amoskeag. It is regularly and handsomely laid out, with neat and shaded trees, and presents an air of thrift and prosperity. The manufacturing companies have erected, for the accommodation of those in their employ, commodious and substantial brick blocks of tenement houses, seldom surpassed for comfort. The Merrimack River here makes quite a rapid descent over a rocky bottom, affording a water-power of great volume, and easily turned to advantage. Here are located the mills of several well-known manufacturing companies. Among them are the "Amoskeag," "Manchester Print Works," "Langdon Mills," and "Stark Mills." There are also extensive works for the manufacture of locomotives, steam fire-engines, power-looms, and a great variety of other mechanical industries.

At Manchester, railway connection is made with the Manchester and Lawrence, the Concord and Portsmouth, and the Manchester and North Weare Railroads. Passing Martin's Ferry we reach

HOKKSET,

Merrimack Co., N. H., 64 m. fr. Boston.

The railroad here recrosses the river on a double-track bridge about 550 feet long. On the opposite side of the river from the station are the mills of the "Hookset Manufacturing Company," for cotton goods, and near by are several extensive brick yards. "Pinnacle Mountain" rises on the west to the height of several hundred feet, commanding an extended view of the surrounding country. A branch from the main line at this place crosses the river at the falls, and, passing through Suncook village on the east side of the river, joins the main line again about one mile below Concord.

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SUNCOOK.

Merrimack Co., N. H., 66 m. fr. Boston.

This station is on the branch just mentioned, and also on the Suncook Valley R. R., whose present northern terminus is Pittsfield, N. H. The village is in a narrow valley of the Suncook River. The falls of the river, which here joins the Merrimack, afford excellent water-power for manufactories and mills. The large mills of the "Pembroke" and "Webster" companies, for the manufacture of cotton goods, are fine structures of brick, and extensive works of its manufacturing companies, and its general enterprise, make this an important place.

CONCORD,

Merrimack Co., N. H., 73 m. fr. Boston. Pop. 13,000.

HOTELS—Eagle and Phenix.

This is the capital of the State of New Hampshire. It was originally known by the name of "Pemacock," from that of a tribe of Indians, whose favorite grounds were in this place. It was incorporated as a city in 1853, and includes within its limits also the villages of East Concord, West Concord, and a large part of Fisherville, situate partly in Concord and partly in Boscawen. The city proper is very pleasantly located on the level and gradually rising land on the west side of Merrimack River, overlooking its extensive intervals. Two streets, Main and State, parallel with the general course of the river, extend the entire length of the city, nearly two miles. Most of the streets are regular and bordered with overshadowing trees, which constitute a great and very attractive beauty of the place. Its central position, and its railroad communications with the different sections of the State, make Concord the place of an extensive and important trade. Its most important manufactures are carriages. The establishment of Abbot, Downing & Co. has long been well known throughout the country. The quarrying and cutting of the excellent "Concord granite" is extensively carried on.

In the centre of the city, in an entire square, is the Capitol, a structure of Concord granite, beautiful and commodious. It was built in 1819 and enlarged and improved in 1867. The City Hall and Court House, on Main street, a quarter of a mile north of the Capitol, is a two story building of brick, and contains the city

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and county offices. The State Prison, a short distance further north, on State street, is of granite, and though a comparatively old structure, it is well arranged and designed for the health, as well as safe-keeping, of its inmates. It is the only prison in the State. The Asylum for the Insane is on the westerly side of the city, and, with its extensive buildings and surrounding grounds and large farm of 125 acres, is an attractive as well as a very useful and successful institution. The St. Paul School for boys is a flourishing institution at Millville, about two miles from Concord on the Turkey River. The school is under the influence of the Episcopal denomination, and liberally patronized.

BOSTON, CONCORD, MONTREAL AND WHITE MOUNTAINS RAILROAD.

Concord to Northumberland, 145 miles. Concord to top Mount Washington, 144 miles.

This Railroad is the main route via Lowell to the White Mountains. Passengers choosing this route will pass without change from Concord north along Lake Winnipiseogee and through romantic mountain scenery. The first station is East Concord, a small station 75 miles from Boston. North Concord, 78 miles from Boston, is a small country manufacturing village in the midst of rich and fertile meadows. Canterbury, 83 miles from Boston, is also an unimportant station. The Shaker village, some 4 miles distant, is a prosperous community. They have constructed an artificial pond with sufficient water power for a saw-mill and a grist-mill. Northfield is a wood and water station in a farming town.

TILTON,

Bilknap Co. N. H. 91 m. fr. Boston. HOTEL.—Dexter House.

The Winnipiseogee River, the outlet of the lake of the same name into the Merrimack, is crossed just before reaching this station, which was formally called Sanbornton Bridge. The town is a delightful rural one, with a varied surface and scenery, bordering on the east upon the shore of Great Bay. Here are two woolen mills, three churches, and a number of handsome residences. The "New Hampshire Conference Seminary and Female College" stands upon the rising ground west of the rail-

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road. A stage leaves Sanbornton daily for New Hampton, Gilmanston, and Franklin.

East Tilton, four miles north of Tilton, is a small village upon Great Bay, an arm of Lake Winnipiseogee.

LACONIA,

Belknap Co., N. H., 100 m. fr. Boston. Pop. 3,500.

HOTELS—*Laconia House and Willard's.*

Situated in a picturesque region on Great Bay, is the flourishing village of Laconia, containing several churches, numerous stores, and successful manufactories. Among the last named are the Laconia Mills, for the manufacture of flannels, the Gilford hosiery establishment, the Randlet car manufactory, and others. We would advise the tourist, before reaching this village, if possible, to seat himself upon the west side of the car, that he may not lose the charming view across the lake. The verdure-clad mountains in the distance, and the varied landscape mirrored in the clear waters, is one of rare beauty. The Bay View House, a private summer resort, overlooks the Bay a half-mile south of the station.

LAKE VILLAGE,

Belknap Co., N. H. 102 m. fr. Boston.

HOTEL—*Mt. Belknap House.*

On the southern shore of a small arm of Lake Winnipiseogee is a thriving village, within easy access of the wondrous beauty that invests this lake region. It contains a manufactory of hosiery, large machine shops and repair shops, three churches, and savings bank. It has also extensive lumber-yards and trade in lumber.

The little steamer James Bell is kept for excursions.

WIERS,

Belknap Co., N. H., 106 m. fr. Boston.

At Wiers, the traveler is left to choose between leaving the cars and embarking here upon the steamboat "Lady of the Lake," Captain S. B. Cole, for Centre Harbor, and the delightful scenery adjacent to Lake Winnipiseogee, or proceeding by rail to the mountains, via Plymouth and Littleton. Wiers is unimportant save as the point of departure of this little steamer, which has recently been rebuilt and refitted in the best style, and which connects with trains running north and south. It is also the Lake Winnipiseogee camp-meeting ground.

NORTHERN RESORTS.

Near Wiers is the old "Endicott Rock," which was discovered but a few years since, and is supposed to be a monument or boundary made by two surveyors sent out by Gov. Endicott, of Massachusetts, in early colonial times. "Its quaint and curious carving" will attract attention.

LAKE WINNIPISEOGEE.

This enchanting mountain lake is perhaps the most pleasing scene in all our journey to the White Mountains. The stern grandeur and magnificence of the mountains themselves, with the extended prospect which they afford, may inspire awe and wonder; but no sight in all our travels awakens such rapturous delight as the translucent waters, exquisite islands, and beautiful environs of Lake Winnipiseogee. Its situation is in the counties of Carroll and Belknap, between which it forms the boundary. It is very irregular in form, extending in a northwest and southeast direction a distance of about twenty-five miles, and in width from one to seven miles. Its shores are indented in every direction by charming bays, and its islands are said to equal in number the days of the year. Two hundred and seventy-six of them have been surveyed. Its waters are remarkably clear, disclosing its finny inhabitants to a great depth. They abound with the finest fish. On all sides mountains rise, yet not abruptly, from the shore, which, as seen at a distance, appears smooth and level. In its neighborhood are the towns of Moultonborough, Wolfeborough, Tuftonborough, Centre Harbor, Meredith, Gilford, and Alton. The sail from Wiers to Centre Harbor is thus commented upon by Edward Everett: "I have been something of a traveller in our own country—though far less than I could wish—and in Europe have seen all that is most attractive from the Highlands of Scotland to the Golden Horn of Constantinople, from the summit of the Hartz Mountains to the Fountain of Vaucluse; but my eye has yet to rest on a lovelier scene than that which smiles around you as you sail from Weirs' landing to Centre Harbor."

If we take the afternoon train from Concord we reach Wiers at five P.M., when we at once enter the steamer, and are in the care of Capt. Cole. As we move out into the lake, the Belknap

SENIER HOUSE

LAKE WINNIPISEOGEE



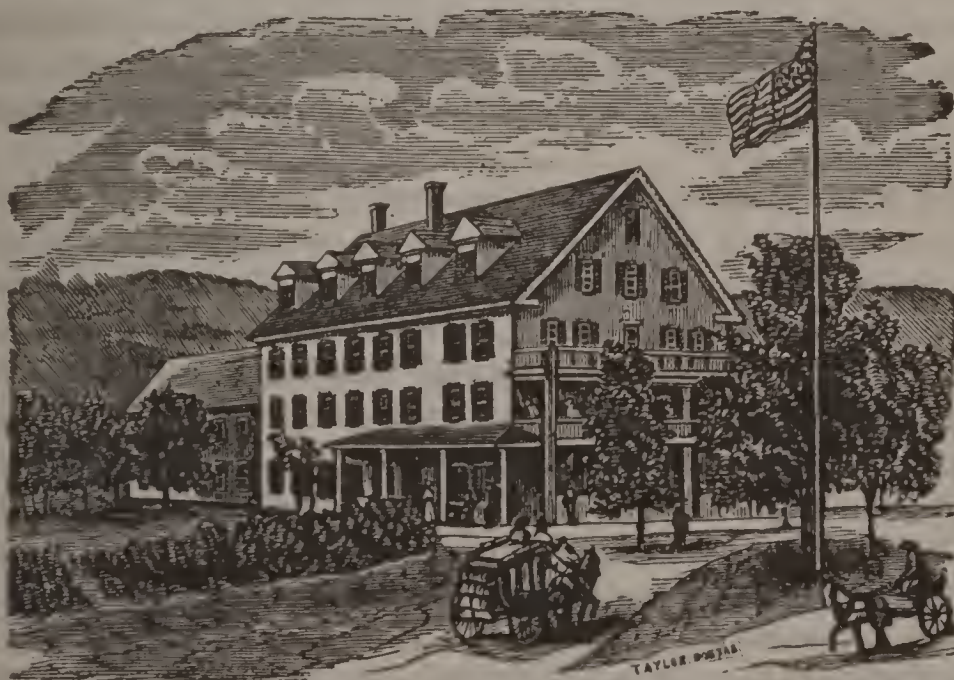
CENTRE HARBOR, N. H.

This well-known house is now open for the season. The climate is unrivalled, and has long been noted for its healthful and invigorating qualities, and the entire absence of mosquitoes and black flies makes the section especially a desirable one. Excellent facilities for drives, boating and fishing. Rooms large or small, and rooms *en suite*, may be secured by early application. Post and telegraph offices adjacent. Terms \$3.00 per day.

JAMES L. HUNTRESS, Proprietor.

MOULTON HOUSE,

CENTRE HARBOR, N. H.



Pleasantly situated at the head of Lake Winnepesaukee 110 miles from Boston. Two trains daily, by Boston and Maine R.R., via Alton Bay and Steamer Mt. Washington; also two trains daily by Boston, Lowell, Concord, and Montreal R.R., via Weirs, and Steamer Lady of the Lake.

S. M. EMERY, Proprietor

NORTHERN RESORTS.

mountain rises on the right, with its two regular peaks 2,500 feet high. Opposite it, to the north, "Ossipee rears its bare head." Further on, if we turn northward, Red Hill appears in sight, and directly in front. On approaching Centre Harbor, on the right the pointed peak Mt. Chocorua, 3,600 feet high, is seen far distant, and even the snowy front of Mt. Washington, in a clear day. After a sail of only ten miles, even before we desire, we reach Centre Harbor, where we may spend the night if we choose. Centre Harbor is at the north-western extremity of the central one of three large bays into which this lake is divided, at its west end. It is a small village, yet one of the most favorite summer resorts among all the mountain region. It contains twenty-five or thirty houses, several stores, and a church. Here is the well-known "Senter House," so called from its earliest proprietor, now owned and conducted by J. L. Huntress. It commands a fine view of the lake, and has a beautiful lawn with shade trees in its front. This vicinity is free from mosquitoes and black flies. The rooms of the hotel are large and airy, and post and telegraph offices are near at hand.

The Moulton House is pleasantly situated a short distance from the steamboat landing, about sixty feet above the lake, and commands a fine view of the surrounding mountains. It has lately been thoroughly renovated, and with its good cuisine and large airy rooms will be found a very agreeable stopping-place for summer tourists.

Red Hill is the chief object of interest in the vicinity of Centre Harbor, about four miles distant, affording the finest view of the Winnipiseogee and Squam lakes. Its height is 2,500 feet; yet its ascent is easily effected, for a large portion of the distance in carriages, and the rest of the way on horseback. Its summit is destitute of trees, thus affording an uninterrupted prospect in all directions. To the far north, the peaks of the White Mountains are discernible, the Ossipee mountains in the east, and a little to the north "Chocorua," 3,600 feet high, so named from an Indian chieftain, who is said to have thrown himself from its summit to escape his pursuers. Kearsarge and Monadnock are distinctly seen at the south-west, and Belknap at the south-east. The distances between these embrace the calm expanse of the larger

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lakes, those gems of New England, with here and there a town or village, and a smaller lake, glittering in the sunlight like a diamond in an emerald setting. Grace and loveliness make up the entire picture, and you feel fully repaid for all the time you have spent in being permitted to gaze upon it.

The steamer "Lady of the Lake" continues its course from Centre Harbor to Wolfborough, twenty miles, and it will amply repay the traveler to take this sail. For the first few miles the course is the same as that over which he has just passed. But soon he enters the broader part of the lake, near some of its larger islands. The finest view of the distant mountains is at sunset, upon a clear evening. It was at such a time that we gazed upon this scene of picturesque delights, so enchanting that, in comparison with it, we thought only of the "sea of glass," the "Land of Beulah," and the "delectable mountains."

The steamer "Mt. Washington," running in connection with the trains of the Boston and Maine Railway in summer, also makes regular trips between Alton, Wolfborough, and Centre Harbor.

Coaches leave Centre Harbor daily for West Ossipee, connecting with the trains of the Eastern Railroad for Conway and North Conway, soon after the arrival of the morning boats from Weirs and Alton Bay. The distance to West Ossipee is seventeen miles, the route passing through the towns of Moultonborough, Sandwich, and Tamworth, surrounded by picturesque scenery, ever new and increasingly attractive. A remarkable rock on the roadside, closely resembling a crouching lion, arrests the traveller's attention.

The tourist who wishes to reach the mountains from the lake by railway, will return to Wiers, and proceeding north will pass Meredith Village, 110 miles from Boston. This is also on Lake Winnipiseogee, and in a romantic region. Here are several mills, stores, churches, and fine residences. As we go north we pass for some distance through a wild country, by Winnebago Pond, or as it is better known, Measley Pond; and a little further on, Long Pond—both tributaries of Lake Winnipiseogee.

ASHLAND,

Grafton Co., N. H., 118 m. fr. Boston.

HOTEL—*Squam Lake House.*

This is a manufacturing village on the Pennigewasset River.

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Squam Lake is but three miles distant, in the western part of the town, and affords the finest fishing of all the mountain lakes.

Crossing the Pemigewasset River, and passing Bridgewater, we come to

PLYMOUTH,

Plymouth, Grafton Co., N. H., 124 m. fr. Boston. Town Pop.
1,500. HOTEL—*Pemigewasset House.*

Here trains going north stop a half hour, and down trains forty minutes, for dinner. Plymouth is situated near the confluence of Baker's River with the Pemigewasset, just at the opening of the Franconia and White Mountain ranges, and is one of the most picturesque and delightful regions in New Hampshire. It is one of the county seats of Grafton County. It contains two churches, a court-house, and an academy, and has manufactures of gloves, several steam saw-mills, and a number of fine residences. Livermore Falls, two miles north of the village, are unsurpassed in wild and romantic scenery, and are "probably the result of volcanic action." Mount Prospect, four miles from the hotel, with a carriage-road to the summit, commands a view thirty miles in extent, including Lake Winnipiseogee with its numerous islands, and rivaling in many respects that obtained from Mount Lafayette or Mount Washington. In the north the rugged mountain peaks raise high their towering fronts, while in all directions valley and lake, thriving villages and fertile meadows, give to the landscape such a profuse variety that the eye can never tire.

The Pemigewasset House, C. M. Morse manager, situated on the side of the railroad track, in this beautiful village, is an elegant and spacious hotel, and one of the finest in the State. It has 230 feet front, a wing of 80 feet, and is four stories high. All its appointments are complete. It has accommodations for 350 guests. Its livery stable is the largest in New England; good teams are in readiness at all times. In short, no pains have been spared to make the Pemigewasset the home of the tourist, while its combination of climate, situation and scenery, presents attractions unsurpassed by any other summer resort in the country.

STAGE ROUTE TO THE MOUNTAINS *via* PLYMOUTH.

Stages leave the Pemigewasset House daily, *via* the Pemigewasset Valley and Franeonia Notch, for the various points of interest in the mountain region. This is a most desirable route, and is thus described by "Eastman's White Mountain Guide," which was a valuable aid to us in our trip to the mountains:

"Should the tourist prefer the stage-coach to the rail from Plymouth, he will enjoy a most delightful ride of twenty-nine miles, to the Profile House, tracing the course of the Pemigewasset River. The river meanders in its winding course, now with placid and quiet current through green meadows, and now in rapid and headlong torrent over its pebbly bed, while little cascades are bursting from the hills, falling in sheeted foam over the opposing rocks, to make their way to the welcoming stream below. As the route leaves the village, the mountains begin to appear in the distance. As the distance lessens, the white porticos of the Flume House are seen, welcoming our approach. The hotel seems like a "nest among the mountains," as it is relieved by the dark mass amid which it rests. Campton is said to contain more points for fine prospects than any town in the neighborhood. A quiet little inn upon the road-side looks the abode of comfort. Woodstock and Lincoln are small towns of no particular note. The road is now in the midst of the mountain region. The dark hills loom up on every side as the day departs. The Pemigewasset, now reduced to a little brook, murmurs at our feet. We have seen the summits of the hills brighten in the rich glory of sunset. The clouds are tinged with golden light, changing to soft purple and the gray of evening. The stars come out, the moon sends her gentle rays down into the valley. In the late twilight, after a half-day's exquisite enjoyment, we enter the delightful and quiet scenery of the Notch Road, passing the Flume House, and soon alight beneath the grateful shelter of the Profile House."

Pursuing our way by rail from Plymouth we come to Rumney, 132 miles from Boston, in the valley of the Baker River, and in the shadow of Bald and of Rattlesnake Mountains. Rattlesnake

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Mountain, the farther north, is a very rough, precipitous elevation, a thousand feet in height, with the river winding through the meadows at its base. The village is three-quarters of a mile east of the station, and contains a tool factory, a steam mill, two churches, and about 1,200 inhabitants. West Rumney, the next station, is an unimportant one to the tourist, as is also Wentworth, five miles beyond.

WARREN,

Grafton Co., N. H. 144 m. from Boston.

HOTEL—"Moose Hillock House."

Is a small town, containing a peg-mill, two saw-mills, a flour-mill, a church and several stores. "Moose Hillock" Mountain, which from its height (4,600 ft.) and isolated position, has many advantages over all other mountains in New England, is reached by stages daily, a distance of nine miles, to the "Prospect" House, upon its summit. From it an uninterrupted view is presented for many miles. To the north lies the Valley of the Connecticut and the table-lands of Canada; to the north-east all the chains of the White and Franconia mountains; towards the east and south the whole State of New Hampshire, with the ocean in the far-distant horizon dimly reflected in the sunlight. On the west the whole of Vermont, with its continuous chain of the Green Mountains, while in all directions, mountain and valley, lake and forest, villages and winding streams are spread before the vision. The trip to this mountain-summit will amply repay for a little fatigue to the lover of the beautiful. Eight miles farther on we find East Haverhill, 152 miles from Boston—a small station. Directly west of Moose Hillock, and on our right, we pass under the very shadow of Owl's Head, a rocky cliff rising precipitously several hundred feet, singularly exhibiting the rock strata running perpendicularly, scantily clothed with a few stunted trees, and, with a slight stretch of the imagination, resembling somewhat uncouthly an owl's head.

HAVERHILL,

Grafton Co., N. H. 157 m. fr. Boston. Town Pop. 2,500.

HOTEL—"Smith's Hotel."

We now enter the beautiful Connecticut Valley, and one of the

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most attractive towns in this section. From the car windows on the left we overlook broad and fertile meadows, the village of Haverhill on a hill nestled among the foliage of its shade-trees, while beyond the river, towards the west, are seen the towns of Bradford, and of Newbury, Vt.—the latter with Mt. Pulaski rising in its rear. Haverhill is one of the county seats of Grafton County, upon an elevated site, surrounded by picturesque scenery. It contains three churches, a court-house, and Webster's paper-mill. In its vicinity are extensive marble quarries and marble works. Newbury, directly opposite, is much frequented for its celebrated sulphur springs, and the grand and beautiful scenery it commands, which resembles that from Mount Holyoke in Massachusetts in extent and variety.

Directly east of the Great Ox Bow, in the Connecticut River, where the stream makes a sharp turn to the east, and then by another equally abrupt to the west, pursues its course southward, is North Haverhill, 164 miles from Boston.

WOODSVILLE.

Grafton Co., N. H. 168 m. fr. Boston.

HOTELS—*Mt. Gardner House, Parker House.*

This small village at the junction of the Ammonoosuck with the Connecticut River, is where trains of the Boston, Concord, Montreal and White Mountain Railroad cross the Connecticut to Wells' River, Vt. In summer the express trains do not cross nor stop at Woodsville, but, by a "cut-off," pass to the east of Woodsville on to the White Mountains.

Mount Gardiner stands just north, and from its top, easily accessible by saddle-horse or on foot, grand views of the valleys of the Ammonoosuck, the Connecticut, and Wells' Rivers, and the surrounding mountains, are obtained. The Mt. Gardiner House is new and well kept. For Wells' River, see pages 74 and 101.

BATH,

Grafton Co., N. H., 173 m. fr. Boston. Town Pop. 1,200.

Bath lies upon the east bank of the Connecticut, and is also watered by the Ammonoosuck, which affords many fine mill-seats, and an extensive water-power. It rises in the Franconia group of the White Mountains, near Mount Washington, and is said to be "the wildest and most impetuous river in New Hampshire,"

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being called the "Wild Ammonoosuck." It abounds in rapids and cascades, and is a stream of surpassing beauty. It is crossed by the White Mountain Railroad several times.

Passing Lisbon, a small manufacturing and lumbering town, 178 miles, and North Lisbon, 183 miles from Boston, we come to

LITTLETON,

Grafton Co., N. H., 187 m. fr. Boston. Town Pop. 2,500.

HOTEL—*Thayer's Hotel.*

Here we may do three things: keep on by rail to the Fabyan House among the White Mountains; take the stage for the Profile House in the Franconia Mountains; or, what is far better, stay here over night and start fresh the next day. The railroad and stage connections at Littleton make it a convenient point from which to enter all parts of the mountain country. The stage ride, opening as it does our first views of the mountains, is exciting, and to the stranger something wonderful. To take it now, when weary with our long ride, will only unfit one for its enjoyment. The usual breathless haste with which people "do the mountains" is anything but wise. To see and appreciate all the glories of this region, one must be fresh and free from care, worry about time, and the fretfulness of unseemly haste. So the correct thing to do is to stop here at least a few hours, or a night, get rested and refreshed, and then start fair. Besides this, Littleton offers good hotels, most magnificent views of all the mountains, and we may have, as it were, a preliminary view, and gain a good idea of the country we are to traverse. At the station are free carriages in waiting for Thayer's Hotel, on the main street, and a short ride will bring one to its hospitable doors. Oak Hill House, on the top of the hill, is open in the summer, and many families make it their home for weeks during the season.

Littleton is an active manufacturing town, and the village, spread along the right bank of the Ammonoosuck, is a very pleasant place. There is a handsome church and school-house, and a large number of excellent stores. There are a number of very fine walks in different directions, and everywhere are magnificent views of the mountains. From Thayer's Hotel a pleasant walk may be taken by following the road to the left down the valley. Soon after passing the church the road leads over a hill, giving a

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noble view of the high hills that close in the town and river. By going on a short distance down the valley, and looking back, some fine views of Mount Lafayette and the Franconia Mountains may be obtained. All this road is full of attraction, and one may walk on for a mile or more with profit and pleasure.

Perhaps the sun is setting behind the wood-fringed hills as we come out of the hotel. This is the best hour to get our first view of the mountains, and a few steps will place them all before us. Turn to the right for a few rods, and then take the little lane that leads up the hill to the school-house and the Oak Hill House. The school-house will be easily recognized, as it is a large square building, with Mansard roof and a clock-tower. Arrived at the school-house, turn your back to the sun, and look off towards the east. These are the mountains—the great White Hills. Eighty miles of serrated peaks stand in sharp outline against the purple sky. To the right the Franconia group, with Lafayette towering above them; to the left the White Mountains, with Washington crowning all the splendid view. To the stranger, the first outlook upon the mountains comes with a sense of surprise, and it takes a few moments of silent wonder and admiration to take in the sight, and to correctly understand the extent and grandeur of the prospect. It is difficult to comprehend that Lafayette, that seems so near, is twelve miles away, and Mount Washington more than twenty. On the level plateau, that appears to spread from the mountains towards us, may be seen the village of Bethlehem, and from its houses one catches an idea of the relative extent and height of the table-lands and peaks before us. But the houses about us intrude their commonplace forms, and obscure the view, and we had best walk on to the Oak Hill House, or beyond it to the bit of woods on the knoll behind it. Here the view will be unobstructed, and from the piazza of the hotel, or the more agreeable fields, we may sit and see all of the wonderful scene. The sun has sunk behind the wooded hills, and its yellow light streams upward among the ragged pines. The mountains still glow in its light. To the south, perhaps, they are growing purple as they lose the light of day. Slowly they all put on this purple shade. The sunlight lingers rosy round their tops. They seem to blush a deeper red as the daylight fades. The clouds

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glow, and the mountains. The rosy bloom changes to cherry, and climbs upward. The deep, dark woods seem bathed in richest purples and browns, while the peaks are tipped with fire.

If one has more time, a short drive or walk up Pleasant Street, that leads to the left from the Main Street near the bridge, will take him over Mann's Hill, and give even more extended views of both groups of mountains, besides fine views to the north and west over the Green Mountains. By crossing the wooden bridge some picturesque views will be obtained of the river and the town; and by keeping on past the station along the Bethlehem Road, beautiful views of the White Mountains.

Photographs make the best mementoes of a journey, and a well-selected collection of stereoscopic views makes a kind of pictorial journal of the trip. The manufacture of stereoscopic views is a ruling interest in Littleton, and Kilburn Brothers' establishment, just above the railroad depot, is one of the most extensive of its kind in the world. The Kilburn views are famous for their beauty and finish, and visitors will find it to their advantage to give the place a visit.

The course of the railway from Littleton, is to the west and north of the mountains: first through rude forests and along the bed of the wild river, which seems to have torn its way through the rocky hills. At Wing Road, 195 miles from Boston, passengers for the mountains diverge from the main line without change, on express trains, to Bethlehem Station, 200 miles from Boston. About two miles distant from the railroads is

BETHLEHEM, N. H.

This village of hotels and boarding houses is populous during the season, with representatives from every State. It is situated on ground 1,500 feet above sea level—the highest village east of the Rocky Mountains—and enjoys from its northern exposure and altitude, cool air in summer, and fine panoramic views of the mountains, as well as offering relief and cure for those afflicted with pulmonary difficulties and *hay fever*. The drives and stage routes from here to most points of the White and Franconia Mountains, are easy and numerous. The chief hotels are the Sinclair House, at the west end, rooms for about 225 guests; and the Maplewood, a mile east, rooms for about 250 guests. Stages

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connect with trains at Littleton, five miles distant, as well as at Bethlehem Station.

The next point of interest in the railway to the White Mountains, is the Twin Mountain House, one of the finest and best located of all the mountain hotels. It is on the Ammonoosue River, in full view of the Franconia and White Mountains. The appointments of the house are first class, and it is a popular resting place for those tired of travel by rail or fatigued with the rugged ascent of the mountains.

Four miles farther we come to Fabyans, 204 miles from Boston. The Fabyan House here, built by a company at a cost of \$200,000 for the buildings and farm, is designed to be and is kept in the best manner. It is 2,000 feet above the ocean. The White Mountain House and Mount Pleasant House are smaller hotels, near by. The Crawford House is only four miles east.

Five miles farther by rail, we reach the base of Mount Washington, forming connection with the mountain railway, about three miles long to the top of Mount Washington, 3,625 feet from the base station. Here is the Mount Washington House, among the clouds, with accommodations for 150 guests, conveniently furnished, and having on its tables all the substantials and luxuries at other mountain hotels. The primitive Tip-Top House, and the Summit House, receive any overflow in case of necessity.

We return to Wing Station now, to complete the description of the remainder of the main railway to Northumberland. The first station is

WHITEFIELD,

Coos Co., N. H., 199 m. fr. Boston. Pop. 1,500.

This is a busy place, the people chiefly engaged in lumbering and manufacturing. It is also becoming a favorite summer boarding place, and has two or three hotels and several private boarding houses. We here cross John's River, flowing north into the Connecticut. We pass Dalton and South Lancaster to

LANCASTER,

Coos Co., N. H., 210 m. fr. Boston. Town Pop. 2,700.

HOTELS.—Lancaster and American. Stages for the Waumbek, Jefferson Hill, and Mount Adams Hotels.

This is one of the largest villages in Northern New Hampshire ;

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and, in the traveling season, it is populous with city families, who gather here for the sake of the quiet, the pure mountain air, the lovely scenery, and the comparative freedom from the confusion and expense incident to a fashionable resort. The scenery is equal to anything in this region, and has an added charm in the more sober attractions of well-kept farms, trim meadows and gently flowing rivers. The drives in and about the town and through the hill country in Vermont are delightful, and of pleasant walks there is no lack. Lancaster was incorporated in 1763, under the name of Upper Co-hos, and is now the chief judicial seat for the county. The Israel River flows through the village, and the Connecticut on the west of the town.

Stages leave Lancaster on the arrival of trains, in the pleasure season, three times a day for Jefferson Hill, about seven miles east on the slope of Star King Mountain, and about two miles from the base. The Wanmbeck, the Plaisted, Star King, Jefferson Hill, and several other houses are located here. The Mount Adams House is also in the neighborhood, a few miles east. Star King is quoted as saying of this location, "It may be called the ultima thule of grandeur." The vision takes in the mountains of the White and the Franconia groups, and the Green Mountains.

From Lancaster, we pass north to Northumberland Falls, 216 miles from Boston. This is a small village. Opposite, and a short distance from this station in Vermont, is Guildhall, one of the pleasantest of country villages, commanding extensive views of the Connecticut valley. Good drives, good air, and good board, make this a popular resort.

At Groveton Junction, the Boston, Concord and Montreal Railroad unites with the Grand Trunk Railroad of Canada, for Montreal, Quebec, and all points north: Gorham, and all points east. At Northumberland, a station on the Grand Trunk Railroad, a little beyond the junction, is the northern terminus of the B. C. and M. R. R. This is a thriving settlement in the midst of fine scenery. Some nine miles north, on the Grand Trunk Railroad, at North Stratford, tourists on express trains connect with stages for Colebrook, 13 miles north-east, and for Dixville Notch, 10 miles south-east of Colebrook. These places, especially Dixville Notch, are in the primitive forests. There are good hotels at

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Colebrook, and good hunting, fishing, and wild picturesque scenery in all this region. Dixville Notch is the northernmost of the numerous wonders of the White Mountain country, and a natural wonder not yet quite subjected to the strait-jacket of statistics nor stared to death by mixed crowds. Parties prepared to rough it, proceed from here to the Connecticut lakes on the border of Canada, and to the Rangeley Lakes on the border of Maine. They need guides and equipments of tent life.

CONCORD AND CLAREMONT, N. H., RAILWAYS.

These branches of the Northern Railway extend from Concord to Claremont, N. H., fifty-six miles, and from Contoocook to Hillsborough, fifteen miles; the former extending through the thriving towns of Hopkinton and Warner to Bradford, thence by Lake Sunapee to Newport, N. H., and the valley of the Sugar River to Claremont; and the latter through a portion of Hopkinton and Henniker to Hillsborough Bridge. All these are fine farming towns, possessing unusual attractions for pleasure tourists; and, particularly at Hillsborough and Warner, affording excellent hotel accommodations. Bradford Springs may be reached by stage from the towns last named, being only a few miles distant from either. These springs are largely resorted to in summer, both on account of their medicinal properties and the beauty of their surroundings. Sunapee Lake, which affords fine boating and fishing, is about six miles distant from Bradford.

THE NORTHERN N. H. RAILWAY.

Concord, N. H., to White River Junction, Vt., 69 Miles.

This railway lies wholly in the "Granite State," and takes a tortuous western course through the New Hampshire mountains, rising 778 feet the first forty miles. The scenery is exceedingly beautiful and varied. For the first twenty miles, the road follows the right bank of the Merrimack, or overlooks its green meadows; then, leaving at once the river and its level fields, the country rapidly becomes wild and rugged; foaming mountain streams are crossed and recrossed, and dark granite rocks rise precipitously on both sides of the track, until the summit is passed and the eastern slope of the Connecticut is reached.

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The Northern Railway connects at Concord with the Boston, Concord and Montreal Railroad (see page 27), with the Concord Railway (see page 24), and with the Concord and Claremont, N. H., Railway. At Franklin the branch to Bristol diverges, and at White River Junction connections are made with the Connecticut and Passumpsic Rivers Railway (see page 99), the Connecticut River Railway, and the Central Vermont Railway (see page 75). Without change of cars, passengers for Montreal may follow this route from Concord. The first station is

FISHERVILLE,

Merrimack Co., N. H., 80 m. fr. Boston.

A small village situated at the confluence of the Merrimack and Contoocook Rivers. Just after leaving the station the railroad crosses a bridge, then runs for a few rods on Dustin's Island, once a favorite camping place of Indians. A party of ten of them in the early history of the State, captured Mrs. Dustin, of Haverhill, Mass., with a nurse. On their way to the North the party stopped on this island for the night, when Mrs. Dustin and her nurse succeeded in killing every one of their captors; after which daring feat they took a canoe and returned down the river to their homes.

Three miles farther is Boscawen, a village of about 2,500 inhabitants, on the west bank of the Merrimack. The meadows along the river are here very beautiful. Passing North Boscawen, four miles farther on, we reach

WEBSTER PLACE,

Merrimack Co., N. H., 90 m. fr. Boston.

This is a small and unimportant town in a commercial point of view, yet interesting as having been the home of the great statesman, Daniel Webster. The large white house north of the railway is the Webster house, altered from time to time; but the original house may be recognized by its huge chimney and the row of columns which decorate its front. To this quiet retreat Webster loved to retire during his few and short vacations. The house in which he was born is not far distant in the town of Salisbury, which was at the time of his birth included in Franklin, so that both towns count him among their sons.

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FRANKLIN,

Merrimack Co., N. H., 92 m. fr. Boston.

HOTELS—*Webster House, Franklin Hotel.*

This thriving village is beautifully situated at the point where the Pemigewasset and the Winnipiseogee enter to form the Merrimack. The village is rendered very picturesque and beautiful by the wooded hills which surround it, and by the swift and foaming streams which tumble through its valleys and drive the wheels of its mills and machine shops. Large quantities of flannel, hosiery, and paper are annually manufactured here; several mills being engaged in the business. The Bristol Branch Railway diverges from the main line here, and runs to Bristol, thirteen miles distant, greatly increasing the business of the town.

BRISTOL,

Grafton Co., N. H., 105 m. fr. Boston. Pop. 1,500.

The village lies thirteen miles from the main railroad line, on Newfound River, the outlet of a lake of the same name, the source of its ample water power. Here are extensive manufactories of leather and woollen goods. A rich bed of plumbago exists two miles from the village. The whole vicinity is beautiful with hills and valleys, brooks and rivers, lakes and falls, and possesses many attractions for summer tourists who linger a few days amidst its varied and wild scenery.

Returning to the main line of the Northern N. H. Railway, we pass on from Franklin to East Andover, ninety-eight miles from Boston, and just beyond a fine sheet of water known as Webster's Pond. At Andover, 102 miles from Boston, on Eagle Pond, a lake about four miles long and very irregular in shape, we see, at the right, Ragged Mountain, and get glimpses of Blackwater River. The scenery is beautiful. The railroad makes a wide detour to avoid the mountain. The Proctor House is a good hotel, opened June, 1876. Stages daily to New London, Springfield, and Croydon.

Potter Place, two miles further on, is the point of departure by stage for Mount Kearsarge; the Winslow House being only four miles distant. This house was named in honor of John A. Winslow, captain of the steam frigate "Kearsarge," which sank the "Alabama," in 1864, off Cherbourg, and which is said to have

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been named after this mountain ; though this honor is also claimed for the loftier mountain of the same name some sixty miles north-east at North Conway. The mountain may be seen from the cars a few miles to the west of the track. It is distinguished by grandly sloping sides and a bald, rocky summit. Being isolated in its position, and higher than any mountain in the vicinity, a very wide and beautiful view may be obtained from its top, including the ranges of the White and Green Mountains, and a vast extent of diversified and interesting country. The Winslow House is a summer hotel.

West Andover, South Danbury, Danbury, Grafton, and Grafton Centre, are small stations, three or four miles apart. Near the last we reach the highest elevation of the railroad, 778 feet higher than Concord. From here we descend toward the Connecticut River from the head waters of the Mascomy River.

CANAAN,

Grafton Co., N. H., 125 m. fr. Boston. Town Pop. 1,877.

This town was settled from Canaan, Conn. Tanning is carried on here, and on Smith's River are several saw and grist mills. In the vicinity of the village is a pond known as Heart Pond, which is surrounded by a curious bank, like the levées of our Southern rivers. This gives the pond the appearance of being set on a hill. The bank is said to have been formed by the drifting of ice in the spring. Leaving the station, we cross and recross the Mascomy River, which now winds through level meadows, and now dashes through rocky chasms, affording a constant source of interest. This mountain range does not reach so great an elevation as does that portion lying west of the Connecticut River. It is, however, full of wild and beautiful scenery, and, at most of the villages, excellent accommodations can be found by summer visitors.

Four miles beyond is West Canaan, which we pass to

ENFIELD,

Grafton Co., N. H., 133 m. fr. Boston. Town Pop. 1,662.

Before reaching the village of Enfield we pass several mill-ponds near the track, most of which are used by lumber mills. The last one on the right belongs to the Shaker Mills, where are made the famous Shaker flannels. Enfield has several families of Shakers within its limits, and all are in a prosperous condition.

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They raise large quantities of choice garden seeds. They manufacture woodenware, brooms, and other useful articles of merchandise. The community was formerly under the charge of Caleb Dyer, who was for a long time prominent among the leaders of his sect. Leaving the village, we come out upon the shore of Enfield Pond. This splendid pond is several miles long, and the track is laid close to its bank most of the way to Lebanon. It is said to be singularly beautiful at sunset. Passing East Lebanon, we come to

LEBANON,

Grafton Co., N. H., 139 m. fr. Boston. Town Pop. 3,100.

Stages daily to Meriden.

Many of the towns in this neighborhood were settled from Connecticut, and their founders named their new homes after the old. Such was the case with Lebanon, which is now a thriving manufacturing town. The Mascomy River furnishes excellent water-power, and there are in the place flouring mills, furniture and scythe factories, iron and brass founderies, machine shops, and a manufactory of elastic sponge.

The Rev. Isaiah Potter, the first pastor in this town, installed in 1772, seems to have been the original "muscular Christian" of this vicinity. He was a chaplain in the Revolutionary army, and it is related of him that once, seeing two men trying in vain to mount a small cannon on its carriage, he pushed them aside, quietly lifted the gun to its place, and then walked coolly away, leaving the men astonished at the parson's strength.

WEST LEBANON,

Grafton Co., N. H., 142 m. fr. Boston.

This village is on the left or east bank of the Connecticut, opposite White River Junction. It contains the Tilden Seminary for Young Ladies, an institution widely known, and having an excellent reputation. The buildings may be seen on the hill. The railroad crosses the Connecticut to the west bank on a bridge, from which fine views may be obtained up and down stream.

WHITE RIVER JUNCTION.

Chittenden Co., Vt., 143 m. fr. Boston.

HOTEL—Junction House.

This station is important in being at the junction of four pros-

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perous railways. Connections are here made to various points as follows, viz., by the Northern N. H. R. R. to Concord and Boston ; by the Central Vermont R. R. north to Montpelier, Burlington, and Montreal, and south, to Springfield, New Haven, and New York ; by the Connecticut and Passumpsic River R. R. north, to Wells River, St. Johnsbury, Lake Memphremagog, Montreal, and Quebec ; and by the Woodstock R. R. to Woodstock, Vt. All trains stop at this station long enough to enable the passengers to partake of refreshments in the restaurant which is connected with the station, or at the large hotel near by.

For routes to Montreal, etc., see page 75.

FROM BOSTON NORTH, VIA BOSTON AND MAINE RAILWAY.

Having provided ourselves with a through or round ticket by our chosen route, we leave Boston from the depot of the Boston and Maine Railroad, Haymarket Square, head of Washington Street, and are borne swiftly along by Somerville, two miles from Boston ; Medford Junction, Edgeworth, Malden, five miles from Boston ; Wyoming, Melrose, Stoneham, Wakefield Junction, nine and a half miles from Boston, where is the divergence by the Danvers and Newburyport Branch. All these towns are thrifty and neat ; many of them the elegant homes of successful Boston merchants. At Wakefield Junction the tourist will notice, on the left of the cars, a beautiful lake, with fine yachts here and there. The ground here is high, commanding good views of the surrounding country. One-half mile from the Junction is

WAKEFIELD,

formerly South Reading, named from a public-spirited resident, Cyrus Wakefield. This is a place of enchanting scenery, with beautiful parks, lakes, drives, and private residences. The population is about 6,000.

Two miles farther is Reading, twelve miles from Boston. Population 5,000, a rapidly improving suburban town ; and eighteen miles from Boston is Wilmington Junction, where we cross the track of the Salem and Lowell Railroad. Passing on we reach Ballardvale, a small village 21 miles from Boston, and near

THE GRAND UNION HOTEL,
SARATOGA SPRINGS.



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ANDOVER.

Essex Co., Mass., 23 m. fr. Boston. Pop. 5,000.

Here are some ten churches. This place is celebrated for its schools—Phillips' Academy, Abbott Female Seminary, and the celebrated Theological Seminary for young men preparing for the ministry. It has fine public and private buildings, many of which afford good views from their commanding elevations.

LAWRENCE.

Essex Co., Mass., 25 m. fr. Boston. Pop. 33,000.

This is the most beautiful of the manufacturing towns of New England, situated on both sides of the Merrimack River, the source of its fine water-power. Among its mills we notice the Pacific, Washington, Everett, Arlington, Atlantic, Pemberton, Duck, Essex, and Lawrence. The immense water-power equal to 10,000 horse power, is obtained by a dam giving twenty-eight feet fall. A canal a mile long distributes the water to the mills. Five of these mills employ nearly 10,000 operatives. These vast manufactories, especially when illuminated in the evening, appear like an enchanted city; and the reflection of the thousand lights in the stream, multiplied a hundred fold and set in endless motion, seems more a dream than a reality. Lawrence is a railroad centre: being the terminus of the Boston, Lowell and N. Railroad, the Manchester and Lawrence Railroad, and the Lawrence Branch of the Eastern Railroad to Salem. Passing North Andover, a manufacturing town of 3,000 inhabitants, and Bradford, population 2,500, on opposite bank of the Merrimack, we reach

HAVERHILL.

Essex Co., Mass., 33 m. from Boston. Pop. 15,000.

HOTEL—City, No. 157 Merrimack St.

Haverhill, on the north bank of the Merrimack, is a live business city, not lacking in public spirit. Its churches, banks, schools, and its public library, erected at a cost of \$75,000—all tell the story of enterprise and thrift. The manufacture of boots and shoes is the principal business of the town. A steamer runs with excursion parties down the river to Newburyport. The best hotel is the City, on Merrimack Street, kept by J. H. Robertson, in first-class style, at very moderate prices for board. It is centrally located, and is a very popular hotel. Four miles from Haverhill we cross the New Hampshire state line, and passing Atkinson and Plaistow

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—farming communities—to Newton Junction, forty-one miles from Boston. Here is a short Branch to Merrimack. Passing East Kingston, forty-six miles from Boston, we reach

EXETER,

Rockingham Co., N. H., 51 m. fr. Boston. Pop. 3,500.

HOTELS.—*Gorham and Swampscott.*

Trains stop here ten minutes for refreshments. The village lies a short distance northeast of the station, on a river of the same name. The surface of the land is rolling, the soil light, but adapted to fruit raising. Here is the famous Phillips' Academy, founded in 1781, where many of our most eminent public men received their training. The Robinson Female Seminary is also here. This is a flourishing young institution, handsomely endowed by its founder. Considerable manufacturing is done here; the best known being that of carriages. Being an attractive place, and only about ten or twelve miles from Hampton and Salisbury beaches, with numerous stage connections, it is a favorite summer resort. Four and six horse "barges" run between Exeter and Hampton Beach in connection with the trains to and from Boston. The ride of about an hour is a thoroughly delightful one, over hill and dale, affording frequent views of the ocean.

We pass rapidly by S. Newmarket, on the Swampscott River, Newmarket Junction, where we cross the track of the Concord and Portsmouth Railroad; Newmarket, fifty-seven miles from Boston, population 2,500; Durham, sixty-two miles from Boston, to

DOVER,

Strafford Co., N. H., 68 m. fr. Boston. Pop. 10,000.

HOTELS—*New Hampshire and American.*

Dover, settled in 1623, is situated on both sides of the Cocheco River, at the lower falls, the head of sloop navigation. The water has a fall of over thirty feet, rendering it one of the best water-privileges in New England. The first church was located four miles from the present town in 1623, and the remains of fortifications then built are still to be seen.

Manufacturing is here the chief business. Of its manufactories, there are the Cocheco Cotton Co., capital \$13,000; Cocheco Print Works, print 35,000,000 yards annually; Sawyer's Woolen Manufacturing Co., sales, \$1,000,000 annually; glue works, fif-

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teen shoe factories, one last, one leather belting, five carriage, one drain-pipe, one machine shop, and ten brick-yards. Its material interests, however, do not interfere with, but help other interests, as its churches, schools, public library, its adorned grounds and elegant residences testify.

Passengers here for the White Mountains may diverge from the through route by the Dover and Winnipiseogee Branch of the Boston and Maine R. R., twenty-eight miles to Alton Bay; and thence by steamer Mt. Washington to Wolfeborough and Centre Harbor; or continue to Portland, connecting there with the Portland and Ogdensburgh R. R. for N. Conway and Crawford's.

For a short trip, none can be more charming than the former. Leaving Dover we soon reach

ROCHESTER,

Strafford Co., N. H., 78 m. fr. Boston. Pop. 5,000.

This is a station on the Worcester and Portland R. R., the Portsmouth, Great Falls and Concord R. R., the Conway Branch of the Eastern R. R., and the most important town on the line between Dover and Alton Bay. It is on Norway Plains, and is the seat of extensive woolen and other manufactories. The chief hotel is Dodge's.

Farmington, the birth-place of Henry Wilson, 86 miles from Boston—population, 3,000, is a place of little importance to the tourist. The same may be said of New Durham, 92 miles from Boston. The surface is uneven. Here are several ponds; the largest, some ten miles in circumference, is tributary to Alton Bay. Here, as at Alton, three miles farther on, are some interesting elevations, such as Saw's Mountain, Mount Major, and Mount Prospect, from whose tops extensive and beautiful views of lake and mountain scenery may be obtained.

ALTON BAY,

Belknap Co., N. H., 96 m. fr. Boston.

Is the extreme Southern bay of Lake Winnipiseogee. It is the point of departure and return of the steamer "Mount Washington," which runs in connection with the Boston and Maine R. R., to Wolfeborough and Centre Harbor. Here is the camp-ground, also, of the Adventists, and a favorite place for small parties, who pitch their tents near by, and fish, hunt and sketch.

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The Winnipiseogee House is the only hotel at the Bay, and, fortunately for the tourist, is well kept.

WOLFEBOROUGH,

Carroll Co., N. H., 106 ms. fr. Boston. Pop. 2,000.

HOTEL—*Pavilion.*

This picturesque village is on the east shore of the Lake, and a favorite resort. Fine drives, an ever-changing variety of lake and mountain views, ample accommodations at the hotels, boating, fishing, constitute a programme capable of delightful variation.

The Pavilion, the largest house, is charmingly located on an elevated point overlooking the lake. The hotel affords its guests the summer amusements of music, billiards, bowling, etc., and the lake affords fine bathing, boating, and fishing close by. The Pavilion is the largest first-class hotel in the Lake region. Other houses, public and private, open their doors for summer guests.

The place is accessible by the Conway Branch of the Eastern Railroad, and by steamer Lady of the Lake, from Wiers, as well as by the Mount Washington from Alton Bay.

CENTRE HARBOR,

Belknap Co., N. H., 110 m. fr. Boston.

The lake and the islands on the south, and the wilderness and mountain grandeur at the north, have made this a favorite resort for summer tourists. It is at the head of the Central North-end Bay. The Senter House, and the Moulton House, offer comfortable and good fare, and all the facilities for excursions by land or water. The route from here to North Conway is by stage to West Ossipee, about fifteen miles, where connections are made with trains on the Conway Branch of the Eastern Railroad. See description of Lake Winnipiseogee, page 29.

Leaving the tourist to find his way among the mountains, we return to Dover, the point of our divergence from the principal route to the Maine Beaches and Portland. Resuming our description, we pass to Rollinsford, seventy miles from Boston, whence a short branch R.R. diverges to

GREAT FALLS,

Rockingham Co., N. H., 73 miles from Boston. Pop. 6,000.

It is on the Salmon River, which here forms the dividing line

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between Maine and New Hampshire. It is a manufacturing town.

Two miles from Rollinsford, on the direct line to Portland, is Salmon Falls; six miles further is North Berwick, a larger village; and seven miles further, 85 miles from Boston, is

WELLS,

a favorite summer resort, with a population of 3,000. The beach is about two miles from the station. Stages are waiting to take passengers to the hotels, among which the Island Ledge, the Atlantic, and the Ocean Houses, are the largest. The fine beach here extends several miles. Mount Agamenticus, a few miles distant, is a point of interest and resort. A legend of this mountain says that when, in 1682, St. Aspinquid died on it, the Indians sacrificed to the Great Spirit nearly 7,000 wild animals.

Passing Kennebunk, 90 miles from Boston, population 2,400, which is the point of departure by stage to Cape Arundel and its neighboring beaches, we come to

BIDDEFORD,

York Co., Me., 99 m. fr. Boston. Pop. 11,000.

Biddeford is on the west side of Saco River, opposite the city of Saco, with which it is connected by a bridge. Both are manufacturing towns. The Pepperell, Laconia, and Saco mills of the former, and the famous York mills of the latter, are extensive.

Eight miles from here, at the mouth of the Saco River, is located Biddeford Pool, a popular summer resort, with two hotels—the Yates House, and Holman House. Around the Pool are many points of interest; ancient buildings, and the remains of extensive wharves and vessels, which were destroyed during the war of 1812, by an English man-of-war. History relates that, previous to the war, an English merchantman put into the harbor here, in a leaking condition, for repairs. The inhabitants refused to make them, or allow them to be done, and ordered him away. The captain protested that, being in a leaking condition, he could not make any other harbor. Upon finding his remonstrances of no avail, he remarked, “Gentlemen, it may be in my power some day to make this account even, and if it ever is, rest assured we will settle in full.” Shortly after the war of 1812 broke out, and among the first places to feel the effects of it was The Pool. The

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English captain returned in command of a man-of-war, and destroyed the wharves and a large number of vessels, thereby destroying the industry of the place, which, to this day, has never recovered. The ruins, with the blackened hulls of the vessels, are in the same condition now as when they were destroyed, excepting what time has effaced.

SACO,

York Co., Me., 100 m. fr. Boston.

Has about 6,000 population, and, like Biddeford, is a place of great thrift. From Saco the steamer "Augusta" makes trips twice daily during the summer down the Saco River to the Pool and Wood Island—one of the most charming islands on the sea-coast of Maine. Groves yielding ample shade, and delicious spring-water to quench the thirst of the thousands who annually make this island their pic-nic grounds. The "Augusta" has recently been placed in thorough repair, and can be engaged in connection with the Boston and Maine Railroad for excursions, either to the Pool or Wood Island.

OLD ORCHARD BEACH,

York Co., Me., 104 m. fr. Boston.

This is the popular sea-side resort of New England. Fifteen miles of hard beach make it a pleasant drive. There are some fifteen hotels, the Ocean and Old Orchard House being the largest. The surf bathing here is unexcelled, and can be indulged in without danger. At this place is also the headquarters of the Methodist camp-meetings; extensive grounds and buildings having been purchased, comprising 45 acres of land, with twenty-five society tents, a number of wooden buildings intended for churches, boarding-houses, restaurants, and family cottages. There are about fifteen acres of woodland, which afford a beautiful shade for the auditorium, a natural amphitheatre, capable of seating about 20,000 people. A large reservoir is being constructed, from which water will be distributed over the whole grounds. The place abounds in walks, drives, parks, lakes, shady nooks and arbors, to entice those romantically inclined, or seeking rest and recreation.

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PORTLAND,

Cumberland Co., Me., 115 m. fr. Boston. Pop. 33,000.

HOTELS—*Falmouth and Preble.*

Portland is situated on a peninsula about three miles in length, and three-quarters of a mile in width, which juts into Casco Bay. Congress street runs the entire length of the peninsula, and the ground sloping to the water on either side affords ample drainage, and furnishes one of the healthiest cities in the world, while its scenery has received the highest praises of writers and tourists. The great fire, which began on the afternoon of July 4th, 1866, proved to be one of the most extensive and destructive conflagrations on record. Raging with resistless fury until noon of the following day, devastating the fairest portions of the city, rendering houseless and homeless ten thousand of its inhabitants, destroying property to the value of ten or twelve million dollars, and sweeping over an extent of more than a mile in length by (in the widest part) nearly a mile in width. Over fifteen hundred buildings were burned, and more than eight miles of closely built streets, lanes, and courts, covering an area of from two to three hundred acres. During the short time that has since elapsed, mighty changes have been wrought in the appearance of the burned district. What was thought to be the work of years, has been accomplished in as many months, and to-day Portland has greater and better facilities for trade, larger and more commodious stores and warehouses, more manufacturing enterprise, heavier stocks of goods, and in greater variety than ever before. The railroad delivers passengers at the southern edge of the city, some distance from the Falmouth, the United States, and Preble Houses, the principal hotels of the city. Many points of interest to the tourist present themselves in the manufactures and commerce of this seaboard city. He will enjoy a few days here before continuing his tour to the mountains via the Portland and Ogdensburgh, or the Grand Trunk Railway, or to the islands of Maine coast, or the Provinces. Connections are made at Portland, by the Maine Central Railroad to Bangor and all points east, and by steamers to points along the coast. (See pages 17 and 18).

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FROM BOSTON TO THE WHITE MOUNTAINS, MONTREAL AND QUEBEC, PORT- LAND, AND THE EAST.

BY THE EASTERN AND MAINE RAILROADS.

This is the shortest route to North Conway and the White Mountain Notch at Crawford's. Having tickets by this route, passengers will leave Boston from the depot on Causeway, at the foot of Friend street, and pass out over the Charles River. Elegant cars of the Pullman Co. are attached to every through train. On the left is the Boston and Lowell Railroad; on the right are the Fitchburg, and the Boston and Maine Railways. The heights of Charlestown, crowned by Bunker Hill Monument, rise on the right, and the manufactories of East Cambridge are seen on the left. Having crossed the Charles River and Miller's Creek, the train gains the Somerville meadows, crosses the tracks of the Boston and Maine R. R., just before reaching Somerville station, three miles from Boston, and one of its numerous suburbs. Soon after leaving this station, Mt. Benedict and the ruins of the Ursuline Convent, destroyed by a mob in 1834, are seen on the left. The train crosses the Mystic River, passes Everett station, whence the Saugus Branch diverges to Malden, Maplewood, Linden, Cliftondale, Saugus, and Lynn Common, where it rejoins the main line.

CHELSEA,

Suffolk Co., Mass. 4 m. fr. Boston. Pop. 18,547.

This city is a beautiful and quiet place of residence, connected with Boston by ferry, and with Charlestown by a bridge over Mystic River. The Naval Hospital and the U. S. Marine Hospital, the Soldiers' Monument (near the railroad station), "Powder Horn Hill," Starr King's frequent place of observation and inspiration, are points of interest to the stranger. From this station passengers for Revere Beach leave the cars.

LYNN,

Essex Co., Mass. 11 m. fr. Boston. Pop. 28,233.

HOTELS—*Sagamore, Central, and Lynn.*

This is on a harbor formed by the peninsula of Nahant, which, as well as Swampscott, is near this city. Lynn is famous for its manufacture of shoes; 10,000,000 pairs a year, valued at

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\$18,000,000, have been made here in a single year. The chief point of attraction to the traveller is an eminence called High Rock, near the City Hall, commanding extensive views of the city and contiguous land and water. Moll Pitcher, a reputed sorceress, and, in later years, the Hutchinson family of singers, resided in Lynn. Swampscott, just beyond Lynn, is, like Nahant, a fashionable watering-place, much visited by the aristocracy of Boston. Elegant summer residences, fine equipages, and people of taste and refinement, are to be seen here in abundance in summer.

SALEM,

Essex Co., Mass. 16 m. fr. Boston. Pop. 25,000.

HOTELS—*Essex House, Derby House.*

Salem is a commercial and literary city on Massachusetts Bay. It is one of the two towns first settled in the State, and is the scene of that remarkable delusion of witchcraft in 1692, for which some nineteen people suffered death at the hands of superstitious zeal. It has a good harbor, protected by the guns of Fort Pickering. The State Normal School for girls, East India Marine Hall, with its extensive scientific collection, Plummer Hall, with its libraries, the old Witch House, still standing, are among the points of interest to the stranger. George Peabody, born near, was buried in the cemetery just west of Salem. Rogers, the sculptor, Prescott, the historian, Hawthorne, and many other distinguished literary and public characters, were born here. Abundant railway connections exist at Salem. Four branches run out of the city, viz., to Wakefield, by the Boston and Maine Railroad; to Lowell, by branch of the Boston and Lowell Railroad; to Lawrence, through Danvers, &c., by a branch of the Eastern Railroad. A railroad 4 miles long runs to Marblehead.

We pass by Ipswich, Essex Co., Mass., 27 miles from Boston, population 4,000, to

NEWBURYPORT,

Essex Co., Mass. 37 m. fr. Boston. Pop. 12,595.

HOTELS—*Merrimack House, Ocean House.*

The location of this city by the sea is on rising ground overlooking the Merrimack River, three miles from its mouth, and a wide stretch of the sea. Opposite is the town of Salisbury, the northeast limit of Massachusetts. Three bridges cross the river

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between these towns. Newburyport is rich in historic associations, less distinguished relatively now, than formerly, as a maritime city; but interesting as a manufacturing town and for its fine streets, beautiful private grounds and residences. Not far from here are Pigeon Cove, Plum Island, and Salisbury Beach—places of resort. The railroad connections at Newburyport are with the main line and Salisbury Branch of the Eastern R. R., and with the Newburyport and Danvers Branch of the Boston and Maine R. R.

Crossing the Merrimack River on a bridge 1,500 feet long, and passing E. Salisbury and Seabrook, small stations in a marshy territory, Hampton Falls, near Hampton Beach and the ocean, we come to Hampton, an ancient, quiet, Puritanic village, from which stages run three miles to the Beach, where there are large and numerous hotels and cottages for summer guests. A little farther on we come to North Hampton, from which stages in summer run to Rye Beach—the most fashionable of the N. H. beaches. The bathing here is safe and pleasant. The country north is rolling, and under high cultivation. Soon we reach

PORTSMOUTH,

Rockingham Co., N. H. 57 m. fr. Boston. Pop. 9,211.

HOTELS—Rockingham, American, National.

This is the commercial metropolis, the capital, and the only seaport town of New Hampshire. It is on the right bank of the Piscataqua River, on a peninsula about three miles from the ocean. It is a city of “quaint houses and interesting traditions.” Some manufacturing is done here, chiefly of shoes, carriages, and cotton goods. The quietness, the health-giving sea-air, the beautiful drives into the country and to the beaches, make Portsmouth a desirable place for tourists and pleasure-seekers in summer. Many names distinguished in American literature, in the pulpit, at the bar, in the army and the navy, are written in the records of her achievements for her country and the world. Opposite Portsmouth, on an island, is the U. S. Navy Yard. The Isles of Shoals are 10 miles from Portsmouth. A steamer leaves for the Isles in the morning. Besides its railroad connections with the main lines of the Eastern and Maine Central Railroads, the city is connected with Manchester and Concord by the Portsmouth R. R.

Crossing the Piscataqua, and passing Kittery, a small station,

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57 miles from Boston, and Elliott, a farming community, 63 miles from Boston, we come to

CONWAY JUNCTION,

67 m. fr. Boston.

Cars for the White Mountains are here switched on to the branch track, and pass without delay to their destination.

FROM CONWAY JUNCTION TO PORTLAND.

The route is by the Eastern and Maine Central Railroad. We find the station next north, on the main line, is South Berwick Junction, 70 miles from Boston, a small station where the Boston and Maine Railroad crosses the present route. Passing North Berwick, Wells, Kennebunk, Biddeford, Saco (described on pages 51 and 52), we reach West Scarborough, 99 miles from Boston, important from its being the station for Scarborough Beach, three miles distant, where there are two or three miles of good beach—hard, level, and a safe bathing place—Hotels Atlantic and Kirkwood, and several inexpensive boarding-houses. At the south end of the Beach is Prout's Neck, and at the north end are Richmond's Islands, and Cape Elizabeth—all with good hotel accommodations. A few minutes ride brings us into Portland. For description of Portland, see page 53.

The Eastern and Maine Central Railroads here connect for Augusta and Bangor, and all points east; with the Portland and Ogdensburgh Railroad for North Conway, the White Mountains, and points west; with the Grand Trunk Railroad for Gorham, Montreal and Quebec; with the Boston and Maine for Lawrence and Boston; with the Portland and Rochester Railroad for Rochester, Lowell, Worcester, and all points south and west; with the Knox and Lincoln Railroad for Rockland, Me.; and with the steamers to all points.

Our course to the White Mountains is by South Berwick, Salmon Falls to Great Falls, a place of about 2,500 inhabitants, extensive cotton and other factories (described also on page 50). Thence our course lies north by Rochester (see page 49), by several unimportant stations, as Hayes Crossing, Milton, Union

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—all enjoying, however, fine scenery and views—to Wolfeborough Junction, 97 miles from Boston, whence a branch operated by the Eastern Railroad delivers passengers for Lake Winnipiseogee to Wolfeborough, 109 miles from Boston, on the east shore of the lake. This interesting village of 2,000 inhabitants is a place of trade for the surrounding country, and in summer, a resort for thousands from the cities and seaboard towns. For description of Wolfeborough, see page 50. For description of Lake Winnipiseogee, see page 29.

Our course to the mountains from here lies by Wakefield, 99 miles from Boston, East Wakefield, 103 miles from Boston; both these are small stations in a farming region. Near here is Lake Newichawannock, three miles long by one mile wide. We pass Ossipee, 111 miles from Boston; Centre Ossipee, 115 miles from Boston; and West Ossipee, 119 miles from Boston. This is the shire town of Carroll County, N. H., with a town population of about 2,000. Here is the Bearcamp River House, frequented in former days by Daniel Webster when on his fishing excursions in this region. There are some fine trout streams here yet, and Ossipee Lake, seen on the right and distant from the station, with Green Mountain on its farther shore, is a centre of attraction for tourists and anglers. Mount Chocorua, eight miles distant, the Ossipee Mountain, and Sandwich Notch, may be reached easily from here.

Four miles farther we come to Madison, a small station on a plain and on the shore of a beautiful lake, known as Silver Lake, or Six Mile Pond. The scenery grows more wild and picturesque as we proceed to

CONWAY,

132 m. fr. Boston. Town Pop. 2,000.

A quiet and charming village, with green lawns and roomy houses; and still a favorite summer resting-place for many who do not care so much for excitement as for solid comfort and quiet enjoyment. Several good hotels and boarding-houses receive guests.

NORTH CONWAY,

North Conway Co., N. H. 138 m. fr. Boston.

North Conway, five miles further north, is in the valley of the Saco River, environed by mountains, and is a favorite resort of

NORTHERN RESORTS.

American artists. Here are several excellent hotels: the Kearsarge, Washington, North Conway, Sunset Pavilion, Intervale, MacMillan, Mason's, Randall's, the Bellevue, and a number of private boarding-houses. The view up the valley of the Saco, with Mt. Washington in the distance, is one of surpassing beauty, while in the vicinity of its wooded, winding banks are many delightful walks and drives. The wide meadows known as the Conway Intervales, and the sparkling Saco, make an added feature to the mountain view; and it is no wonder that North Conway has been the theme of poet and painter in many a splendid effort. The Ledges, Diana's Bath, the deep chasm known as the Cathedral, the White Horse, and many other objects of interest, are in the immediate neighborhood, and well worth a visit.

The route from here into the mountains is by the Portland and Ogdensburgh Railroad, through the Notch past Crawford's to Fabyan's, where it joins the B. C. and M. Wh. Mt. R. R. (See page 39.)

Six miles from N. Conway, at Glen Station, stages take passengers to Jackson, 2 miles, the Glen House, 14 miles, and thence up Mt. Washington. The stage route is wild and beautiful, a panorama of striking and charming pictures. Goodrich Falls, on the Ellis River, the highest perpendicular falls in the mountains, will first attract attention. It is visible as you cross the bridge. One mile beyond is Jackson, noted for its mineral wealth, iron, tin, copper, etc., found in the adjacent and overshadowing mountains. Nature here enjoys almost her primitive freshness. The scream of the locomotive, and the rattle and smoke of the railroad, have not invaded her sanctuary. Country recreations and rest are still possible. The place, therefore, has its quota of summer boarders. Several good and capacious hotels and private boarding-houses offer board at moderate rates.

To complete the route up the Notch. The railway, opened through in 1875, is one of the triumphs of engineering; the grade for seven miles being 116 feet to the mile. The lover of wild and picturesque scenery gets an indescribable pleasure out of the trip. From the beauty of the valley of the Saco, with its soft and ravishing sunsets, he passes into these rugged mountain fastnesses by Bartlett's; Bemis', above the Willey House, with its tragic

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story; Mt. Webster to the north; Mt. Willard to the south; over chasms noisy with tumultuous waters; under overhanging rocks; through the Gates of the Notch, by the little pond immediately in front of the Crawford House—the source of the Saco River—2,000 feet above the sea, to Crawford's, 155 miles from Boston. Here is a neat station, and a walk of three minutes brings us to the Crawford House, described on page 62.

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CITY HOTEL,

HAVERHILL, MASS.

J. H. ROBERTSON, Proprietor,

No. 157 Merrimac Street.

This popular Hotel is situated in the business centre, and is intended in every respect as a first-class house. Has ample accommodations for about 75 guests. The Proprietor will be unsparing in his efforts to merit—as in the past—the full approbation of his numerous patrons.

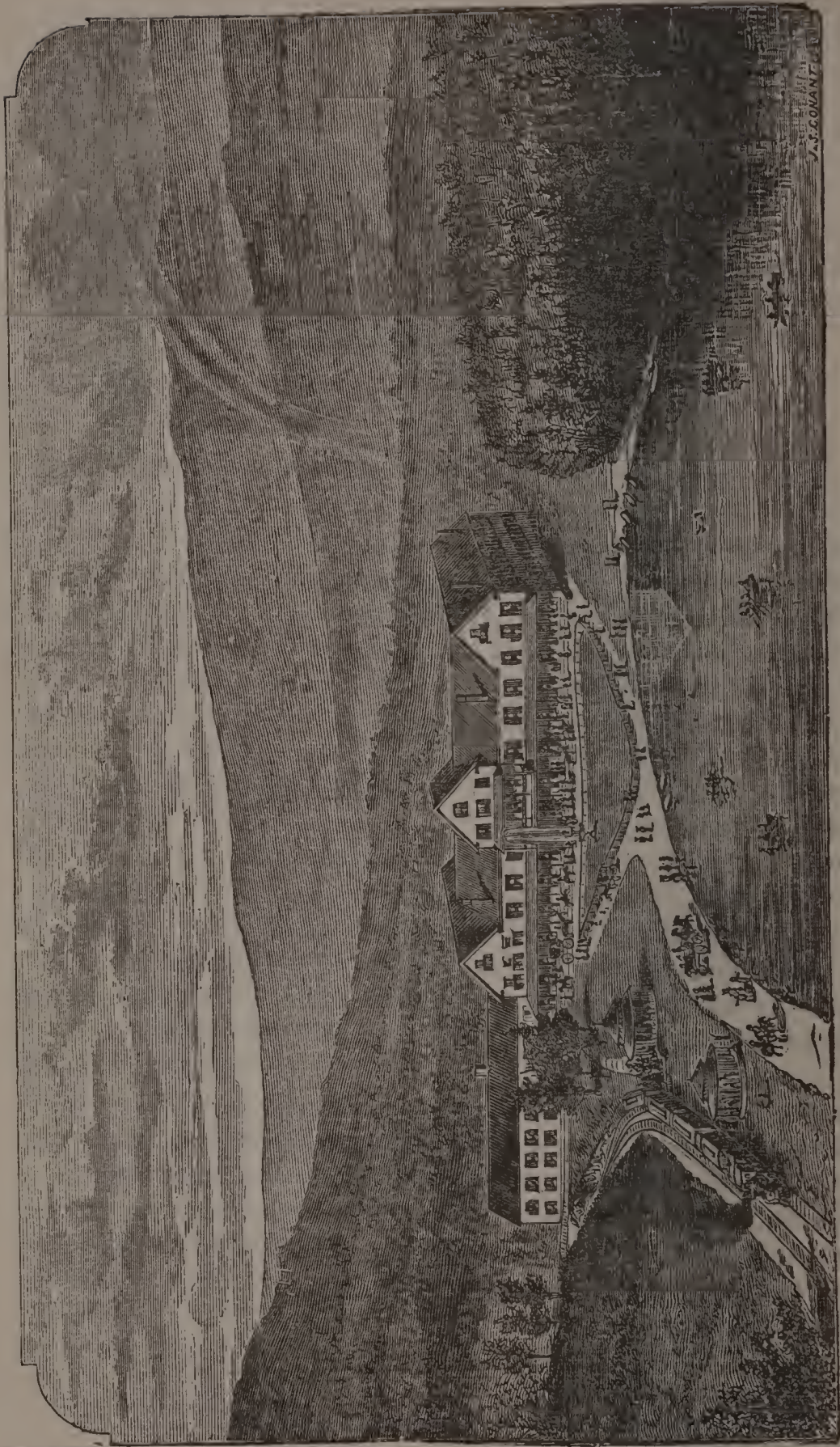
SAMPLE ROOMS FOR COMMERCIAL TRAVELERS.

Terms, \$2.00 per Day.

THE WHITE MOUNTAINS.

IN a general way, the name White Mountains includes all that tract of lake and mountain country occupied by Coos, Grafton, Carrol, and Belknap Counties, in the northern part of New Hampshire, embracing an area of about 40 square miles. It is naturally divided into three districts; the lake country about Lake Winnipiseogee, Carrol and Belknap Counties, the Franconia Mountains at the west, in Grafton County, and the smaller and more lofty group of peaks at the north end centered about Mount Washington, in Coos County. This last district also extends in a south-westerly direction into Grafton County, and makes the true White Mountains, or White Hills, as they are more justly called. They include the peaks of Mount Webster, 4,000 feet above the sea; Jackson, 4,100; Clinton, 4,200; Pleasant, 4,800; Franklin, 4,900; Monroe, 5,300; Madison, 5,361; Clay, 5,400; Jefferson, 5,710; Adams, 5,800; and Washington, 6,285, the highest peak, with one exception, east of the Mississippi. The Indian name of the group is Agiocochook, and each formerly had its Indian name.

Compared with the Alps, these mountains are indeed hills. Mount Washington scarce climbs a third way to the snow-clad height of Mount Blanc; and the Notch may be trifling beside the mighty rifts beneath the Jungfrau, and the cascades of Glen Ellis and the Flume may seem insignificant beside the dizzy leap of the Staubach; but these are over the sea. Our Switzerland is at our very doors. It has all the grandeur of true mountains, combined with a hill and lake country as beautiful as anything in Europe. To this it adds a virgin freshness, a wild picturesqueness that Switzerland can never show.



CRAWFORD HOUSE, White Mountains.

NORTHERN RESORTS.

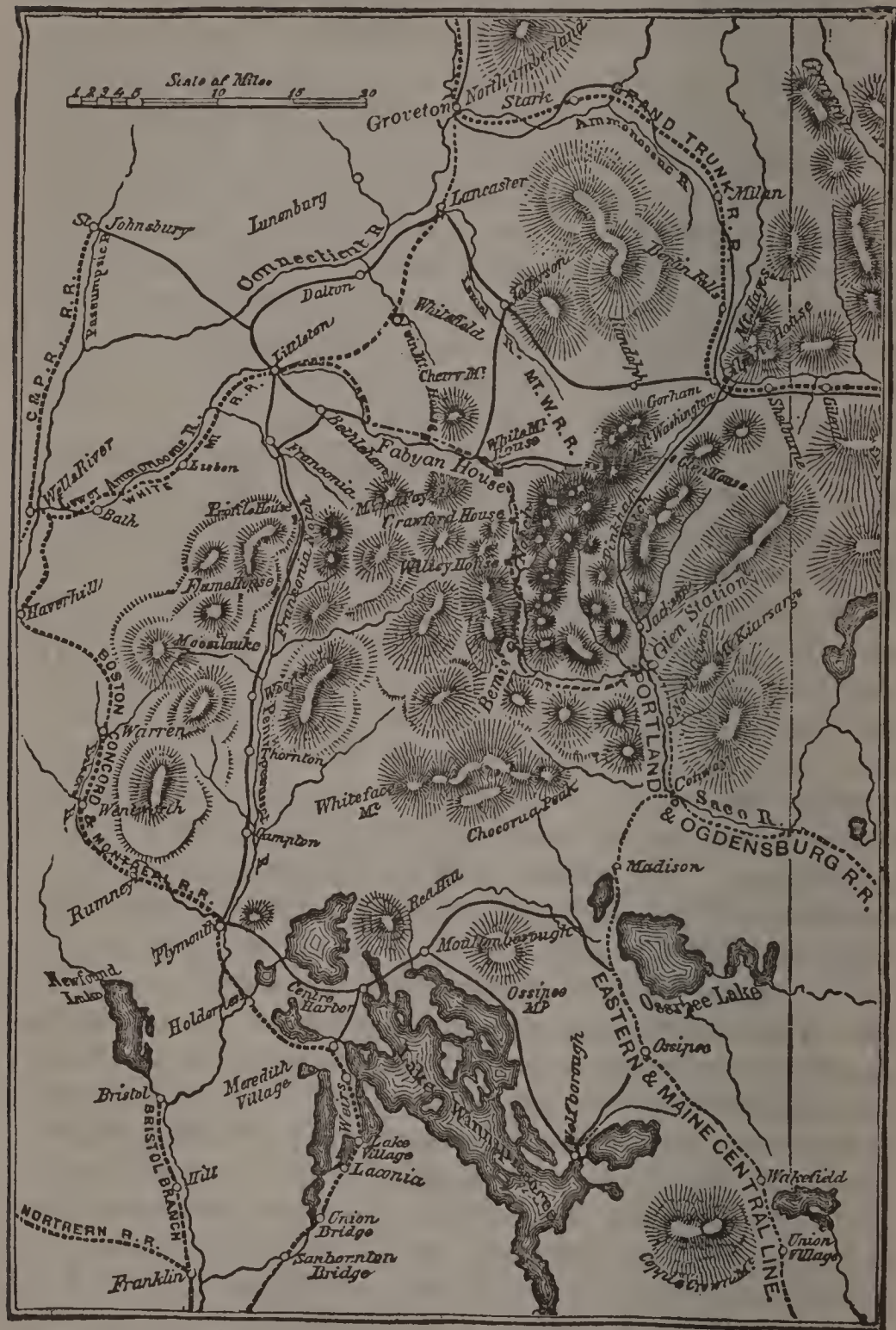
CRAWFORD HOUSE.

This fine hotel is four miles east of the Fabyan House, and in the very heart of the White Hills, at the threshold of the famous White Mountain Notch. A few moments' walk from its doors leads to this strange gateway in the hills, and a two miles' tramp will take one to the top of Mount Willard, where fine views are obtained of the Notch, the scene of the Willey House disaster, and the valley of the Saco. Near the hotel is the line that marks the water-shed between the Connecticut and the Saco, the water flows one way to the east, to Maine, and the other way to Vermont and Massachusetts and Long Island Sound.

This house accommodates some 300 guests, and is a favorite resort of visitors to this part of the Mountains. Standing so high, and just at the contiguous sources of the Ammonoosuc and the Saco Rivers, it enjoys pure air and water, and views of unexcelled beauty and sublimity. The internal arrangements are under skilled and gentlemanly management, and the cuisine justly praised. The catalogue of attractions includes the Notch, the Pictured Rocks, Gibbs' and Beecher's Falls, all near the hotel; Silver Cascade, the Flume Cascade, the Willey House, and Mount Willard. The Summit, attained easily by a carriage road about two miles long, affords most magnificent and thrilling views in the afternoon. The Willey Valley appears enclasped in the huge arms of two titanic mountains, Webster and Willey, while Chocorua, twenty miles away, and the peaks of the Mount Washington groups, appear in clear outline. The Bridle Path, along the crest of the mountains, eight miles to the top of Mount Washington, has in response to popular demand been revived. There is just enough romance and adventure in the trip to be fascinating. Trusty guides and horses are furnished at the Crawford House.

The railroad runs from the Crawford House to Mount Washington Railway at foot of Mount Washington on west side, by way of Fabyan House, four miles from Crawford's, where connection is made with the B. C. and M. Railroad, for Wells River and the south or west. For points east, the traveler will return to North Conway by the P. & O. R. R., where connections are made with Eastern Railroad, for N. H. Beaches and Boston.

MAP OF THE WHITE MOUNTAINS AND VICINITY.



RAILROADS..... STAGE LINES.....

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THE NOTCH AND THE WILLEY HOUSE.

The gate-way of the Notch, "the infant Saco," struggling with the road in escaping through this gap in the mountain, the Flume Cascade, and Silver Cascade, and the Willey House, are all within easy walking distance, and well worth the visit. The Notch is some three miles in length, through which flows the Saco River, gradually widening as it proceeds, and receiving other streams from the mountain sides. Wild and abrupt cliffs and rocky ramparts extend the whole distance, towering in some places to the height of 2,000 feet. The Willey House is simply curious as the scene of a great land-slide that years ago swept the family who lived here to destruction. The house was saved, but the people, endeavoring to escape, were lost. Returning to the hotel, Beecher's Cascade, Gibbs' Falls, and the Mount Willey Cascades, may easily be visited. Guides may be obtained at the hotel.

By stages travelers formerly went down the Notch, past the Willey House and the old Abel Crawford place, and on down the Saco Valley to Ellis River, where a turn is taken to the east and North, past Jackson, to the Glen House on the east side of the mountains. Now by rail to Glen station, thence by stage to Glen House. Glen Ellis Falls and other objects of interest are to be seen by this route, and it is still a favorite ride for those who have the leisure and inclination to see this most beautiful part of this country. The favorite route to the Glen is now by the railway over Mount Washington, and then down on the eastern side by the famous carriage road.

THE MOUNT WASHINGTON RAILWAY.

The idea of building a railway up Mount Washington is several years old, but no fixed plans were formed until 1866, when an experimental section of 100 feet was laid. The results of this experiment were so satisfactory that a joint-stock company was formed and the work seriously begun. Most of the stock is owned by the Boston, Concord and Montreal, the Connecticut and Passumpsic Rivers Railways, and Cheney & Co.'s Express.

This railway, built under peculiar difficulties in 1869, at a cost of more than \$100,000, climbs 3,625 feet in going three miles, and is one of the most remarkable roads in the world. It is a curious piece of engineering, and perfectly safe. The grade

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is in some places thirteen and a half inches to the yard, or more than one foot in three. The track is laid on a strong trestle-work of heavy timber, braced and bolted in the most substantial manner, and resting on the rocky foundations of the mountain itself. This trestle-work varies from a foot to twenty feet in height, according to the form of the mountain-side. Wrought-iron rails are bolted to heavy timbers, at about the same distance apart as those of ordinary railways. Midway between these, strongly clamped and bolted to the sleepers or cross-ties, is a third rail of peculiar construction. Imagine a narrow ladder of wrought-iron, with its rounds about four inches apart, placed between the rails of an ordinary railway, and you have a good idea of this middle rail. The manner in which motion is imparted to the train is as follows. Under the engine and over the middle rail is a driving-wheel, with cogs, so arranged as to fit between what we have termed the rounds of this ladder. This wheel being set in motion, of course passes along the ladder, inserting its cogs between the successive rounds, and thus climbing, so to speak, along the track. The seats of the car are hung so that they adjust themselves to the varying steepness of the grade. Self-acting brakes are attached both to the engine and car, so that an accident to one will not affect the other. We have no hesitation in saying that, considering the rate of speed at which the trains are run, a traveller is as safe in making this ascent, as he is when traveling on an ordinary express train. The trip up occupies ninety minutes. Three trips are made up and back daily.

MOUNT WASHINGTON.

The bridle-path from Crawford's, eight miles long, leading over the tops of several peaks, though in a measure neglected since the railway was opened, is often followed both in going and returning, on foot or on horseback. The demand for saddle horses and guides by this path is reviving, and the Crawford House is answering the demand. There is romance and adventure enough in it to make it attractive. Along either route magnificent views of the mountains may be obtained, and at last the journey ends at Mount Washington House, and the tip-top point of our travels.

This is the crown of New England. From this rough pile of bare rocks three States may be seen at once. If the day is clear

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the prospect is one of the finest in the world. If clouds roll past and cover the world below from sight, a no more hopeless sort of place can be found. The peak then becomes a contracted island, with gray mist for a sea. However, mountain weather is fitful, and it may clear away in a few moments, and change its whole character almost before one is prepared for the wonderful transformation that takes place. The view from this lofty elevation is unequalled by any on the eastern side of the North American Continent, of which a description can give but a faint conception. "Around you in every direction are confused masses of mountains, bearing the appearance of a sea of molten lava suddenly cooled while its ponderous waves were yet in commotion. In the southeast a faint glimmering of the Atlantic is seen, sixty-five miles distant, 'laving the shores of Maine.' Numerous lakes, from the Winnipiseogee to small mountain ponds, are scattered here and there. In the north-east is Mount Katahdin, the loftiest peak in Maine; in the western horizon are the Green Mountains of Vermont, and to the south and south-west are Mount Monadnock and Kearsarge, while the intermediate spaces are filled with every variety of landscape—mountains, hills, rivers, plains, and forests—blending to form a scene awe-inspiring and sublime." At morning and night there is a tolerable certainty of seeing displays of earthly and heavenly prospects, vast views of mountains, or vaster heaps of clouds, and the traveler should stay all night for the chance of seeing the sunset and sunrise. It is quite useless to describe either sunrise, sunset, cloud scenery, or a vast view from the mountain-top. Words fail, and even a photograph seems pale and unsatisfactory. A number of writers, from Starr King downwards, have tried to describe the views from Mount Washington. Mr. King's is the best failure; the rest present various degrees of failure. Visit and see for yourself. That is the only satisfactory way to get an idea of it. As the sensible traveler said to the poor student who wanted to see Europe: "Live on crusts, save money, run in debt even; but go and see for yourself; and when you return it will be easy to pay the bill, from the inspiration of the visit." It may not be worth while to run in debt to visit the White Mountains, but no American young man or woman can afford not to go, at least once, and it were

NORTHERN RESORTS.

better to stint one's self of city luxuries that the money may be spent in seeing the greater glories of this wonderful and awe-inspiring spot. From the top of Mt. Washington, on a clear day, may be seen many points. Some of the distances and directions are as follows :

Adams,	4 miles distant,	North by East.
Jefferson,	3 " "	North by West.
Madison,	5 " "	North by North-east.
Clay,	1 " "	North-west.
Monroe,	1 " "	South-west.
Franklin,	2 " "	South-west.
Pleasant,	3 " "	South-west.
Clinton,	4 " "	South-west.
Wiley,	9 " "	South-west.
Mount Jackson,	6 " "	South-west.
Webster,	7 " "	West by North-west.
Crawford,	9 " "	South-west.
Moriah,	7 " "	North-east.
Lafayette,	19 " "	West by South-west.
Twin Mountains,	14 " "	West by South-west.
Carigain,	14 " "	South by South-west.
Moose Hillock,	31 " "	South-west.
Cannon,	30 " "	West by South-west.
Whiteface,	24 " "	South by West.
Kearsarge,	15 " "	South by East.

Ample time will be afforded while here to inspect the United States Signal Service Station, and to see the Lizzie Borne monument, and to walk about over the wild rough stone heaps that make the cone and crown of the Eastern States. The journey down again is best taken by stage over the splendid carriage road that leads down the eastern slopes to the Glen House. The views from this road, as one rides through the clouds, are magnificent, and the trip ends in one of the deepest and most beautiful valleys in this whole region.

ELEVATIONS ABOVE THE LEVEL OF THE SEA.

FRANCONIA MOUNTAINS.

	FEET.		FEET.
Mt. Lafayette	5,000	Franconia Notch	2,014
Mt Cannon, or Profile Mt.....	3,500	Flume House.....	1,431
Moose Hillock.....	4,636	Profile House.....	1,974
Cherry Mountain	3,670	Plymouth.....	473
Mt. Prospect	2,963	Bethlehem Village.....	1,450

THE WHITE MOUNTAINS.

Mt. Washington.....	6,285	Choecorua	3,358
Mt. Jefferson.....	5,710	Lancaster.....	860
Mt. Adams.....	5,800	Littleton.....	817
Mt. Monroe.....	5,300	Conway Intervales.....	471
Mt. Madison	5,361	Concord, N. H., Depot	256
Mt. Clay.....	5,400	Lake Winnipiseogee	496
Mt. Franklin.....	4,900	Red Hill	2,502
Mt. Pleasant.....	4,800	Copple Crown Mount	2,100
Mt. Clinton.....	4,200	Alpine House, Gorham.....	800
Mt. Jackson	4,100	Crawford House	1,920
Mt. Webster	4,000	Fabyan House.....	1,551
Mt. Willard.....	2,575	Glen House	1,632
Mt. Willey.....	4,300	Wiley House, Wh. Mt. Notch...	1,335
Mt. Carter.....	5,000	Mt. Resolution.....	3,400
Mt. Moriah	4,700	Giant's Stairs	3,500
Mt. Hayes	2,500	Foot of Mt. Washington R. R....	2,615
Pequaket, or Kearsarge	3,367	Pinkham Notch	2,018

MOUNTAINS AND LAKES IN VERMONT.

Mt. Mansfield.....	4,384	Mt Willoughby.....	3,600
Camel's Hump	403	Ascutney (near Windsor)	3,320
Jay Peak	4,018	Lake Champlain	90

MOUNTAINS AND LAKES IN CANADA.

Owl's Head	2,749	Lake Memphremagog.....	634
Mt. Orford.....	3,300	Lake Willoughby.....	1,162

DISTANCES IN THE WHITE MOUNTAIN REGION.

<i>From Fabyans to</i>	MILES.		MILES.
Ammonoosuc Falls.....	3	Squam Lake	8
Mt. Washington Base	6	Lake Winnipiseogee.....	15
" " Summit.....	9	Centre Harbor.....	12
Gates of White Mountain Notch...	4	<i>From Jefferson, N. H., to</i>	
Wiley House	7	Summit Starr King Mt.....	2½
Twin Mountain	4	Summit Cherry Mt.....	6½
Profile	22	Twin Mountain House.....	11
Littleton.....	19	White Mountain House.....	11
Lancaster.....	20	Whitefield.....	12
Waumbeck House, via Cherry Mt.	12	Mt. Adams House.....	6
Glen House, via Mt. Washington ..	17	Summer House, Dalton.	15
Glen House, via Notch and Glen Stn.	40	Mt. Washington R. R. Depot.....	17
St. Johnsbury.....	45	Wiley House.....	18
<i>From Crawford House to</i>		Glen House	19
Twin Mountain House.....	9	Alpine House	17
Base of Mt. Washington	10	Profile House.. ..	23
Summit of Mt. Washington.....	13	Bethlehem	18
Jefferson Hill	16	<i>From Lancaster, N. H., to</i>	
Glen House	30	Jefferson Hill	8
Alpine House (Gorham).....	33	Bray Hill.....	9
North Conway	25	Round the Gore	6
Bethlehem Street.....	17	Mt. Prospect	3
Franconia Notch	26	Dixville Notch	46
<i>From Plymouth, N. H., to</i>		Percy Peaks.....	15
Mt. Prospect.....	4	Guildhall Falls	6
Loon Pond.....	4	Lost Nation	7
Flume House.....	24	Lunenburg Heights.....	7
Profile House.....	30	Fifteen Mile Falls	8

THE GLEN AND THE GLEN HOUSE.

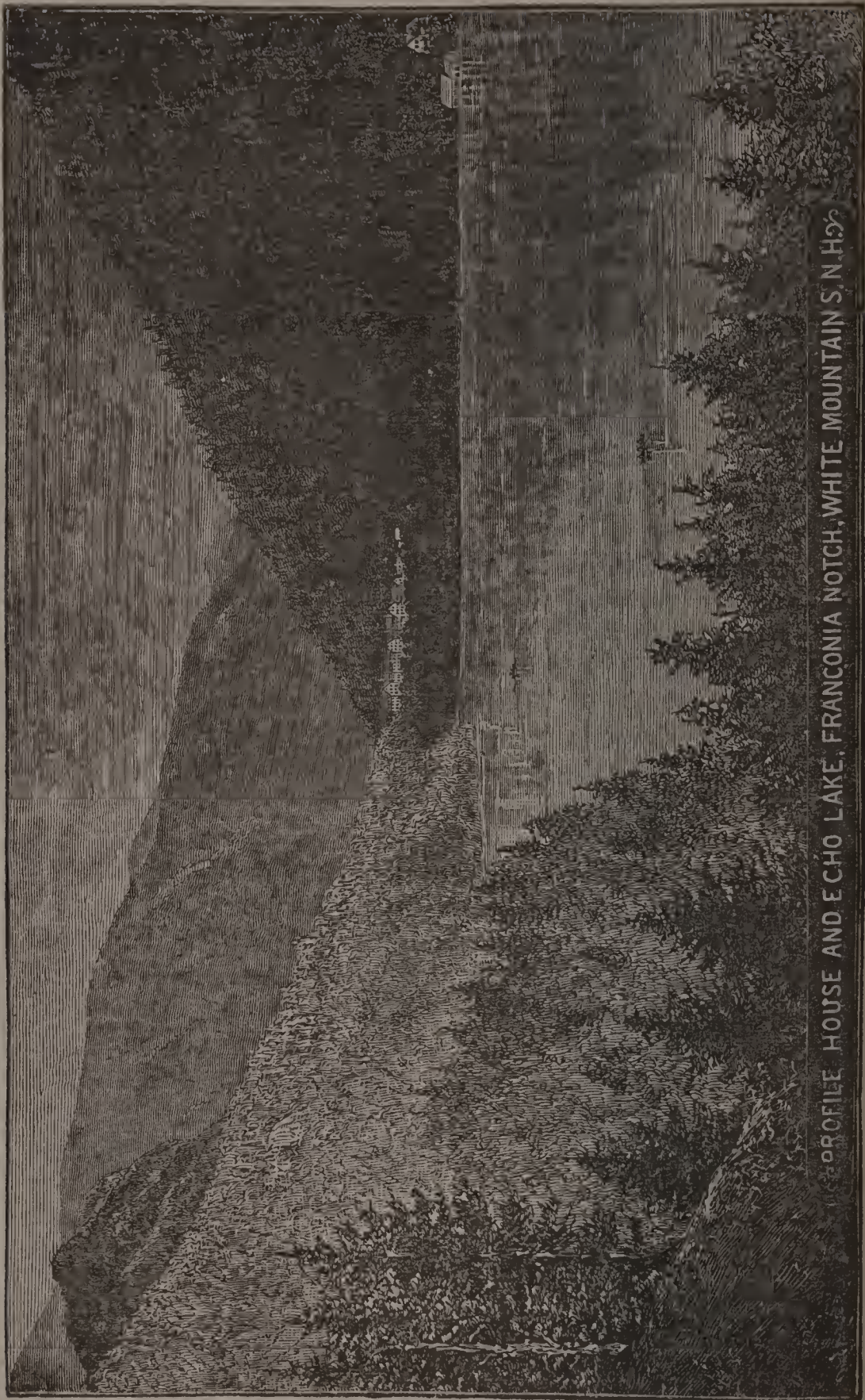
This resort has a world-wide reputation. The house, one of the largest in the mountains, stands between Mt. Carter, 3,000 feet high on the east, and Mts. Washington, Clay, Jefferson, Adams, and Madison, almost twice as high, on the west; 1,632 feet above the sea; and entirely out of the regions of hay fever and catarrh. Numerous points of interest hereabouts claim the visitor's attention. Indeed it is a good place to stay all summer. The Garnet Pools, rocks carved into curious forms by the water of Peabody River, are about a mile north. Thompson's Falls, 2 miles south-west, are on a brook tributary to Peabody River, and near by the Emerald Pool. Crystal Cascade, near Tuckerman's Ravine, is about one mile beyond Thompson's Falls. The Cascade, from a point high up Mount Washington, descends by a long and beautiful succession of leaps and turns, a shower of feathery, foamy white water, pure and cold. A long and somewhat difficult ascent along the brook bank leads into Tuckerman's Ravine, a long, deep gash in the southern slope of the mountain. Here the snows of winter drift so deep as to remain through the summer. In melting, the gradual wearing of the streams gives the mass many strange and fantastic forms—of spanning arch and cave and rude resemblance to well-known objects of nature or art. Glen Ellis Falls, the finest in the mountains, are about 4 miles from the Glen House. The Ellis River here leaps down a rocky channel worn by itself 60 feet, in one thick, white mass. Seen from the top or from the bottom, which may be reached by rude natural steps in the cliff, it presents a picture of grace and beauty which is in strong contrast, yet in perfect keeping with the surrounding wilderness. Lines of stages from the Glen House connect with the top of Mt. Washington, and through Pinkham Notch by Jackson to Glen Station on the P. and O. R. R., 14 miles—a most romantic ride—and to Gorham, 8 miles, on the Grand Trunk Railroad. Gorham is a beautiful village, a frequented resort, at the confluence of the Peabody and Androscoggin Rivers, north of the White Mountains, and 800 feet above the sea. For river scenery, combined with impressive mountain views, this vicinity surpasses all others from which the highest peaks are visible. The Alpine House is under the same management as the Glen.

THE FRANCONIA MOUNTAINS.

These mountains, though not so high as the White Mountains by a few hundred feet, are real mountains—grand in proportions, noble in outline, and as awe-inspiring as their taller companions. They present many features of interest peculiar to themselves. The highest peak, Mount Lafayette, is only 700 feet inferior to Mount Washington, and in and around Franconia Notch may be found scenes of marvelous beauty and grandeur. Here is Echo Lake, gem of mountain tarns; the solemn Old Man of the Mountain, with stony calm gazing down upon the petty creatures that gaze up at his strange face; the Flume, the Pool, and the Basin—each a wonder in its way. The White Mountains will not be forgotten in these, and they will fitly cap the climax of the hills.

There are three ways of travelling through the mountains: by the public stages, in your own team, or—best of all—afoot. The stages are the very best in the world, and may be patronized with safety and certainty. The best seats are on top. The horses are trained to their work, the drivers famous for their skill, and the regularity of the trips gives one certain assurance of close connections in every direction. The tariff is fixed and reasonable, and with ordinary care no one need fear imposition. One may be imposed upon anywhere in the mountains, and it is not to be expected that the laborious population who give their time and strength to the entertainment of the tourists, are all liberal-minded angels, bent on doing good to simple-minded travelers. They are average Americans and quite as eager to turn a penny as any of us, and if they do charge what seem high prices, the traveler may be tolerably certain he would charge just about as much were he to change places with the mountaineer.

The mountain wagons used here are a wonder and a delight. Queer-looking boxes on springs with suggestive brakes and powerful horses, often four and six to a team, they seem a little risky at first sight, but half a mile's ride will convince that they are the perfection of mountain carriages. These teams may be hired in Littleton for the whole grand tour of the mountains, or by the day, including driver, and for small parties they are far prefera-



PROFILE HOUSE AND ECHO LAKE, FRANCONIA NOTCH, WHITE MOUNTAIN S. N. H. 22

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ble to the stages. For one or two who wish to travel by themselves a "buck-board" may be recommended. Best of all is to walk, or, if your party is composed of ladies and children, "ride and tye," as it is called. That is, hire a team for half the party, and then take turns in walking. The trunks may be forwarded from point to point by express, and with a good alpenstock a few hours' walk in the morning and evening will easily enable one to go from hotel to hotel. For parties who wish such assistance, guides and porters will be provided at the hotel in Littleton, or they may be taken at any of the wayside houses.

THE PROFILE HOUSE.

From Littleton by stage, team, or afoot, the road leads over the wooden bridge and up the hill by the station. Any one will point out the way, and the company of stages starting from the depot may be safely followed. Soon after leaving Littleton, the road clears the valley, and then the bewildering panorama of mountain scenery begins, and every step becomes a pleasure. The walk is a good eleven miles, and, by starting early, the little village of Franconia may be reached before the day grows warm. The noon halt may be taken anywhere, and then, after a rest, the walk may be resumed at leisure. Mount Lafayette grows taller and taller, and Bald Mountain rises on the left. The vastness of the scale of everything, and the stimulating air make one forget fatigue; and the surprise of Echo Lake, and, at last, the hotel amid the mountains, finishes the walk happily, and makes one well satisfied with both trip and ending. The Profile House is one of those palatial hotels called into existence by the luxurious demands of the traveling public, and it seems as if there was nothing one could reasonably demand that could not here be found. The house stands 2,000 feet above the sea, and yet it seems sunk in a vast cleft in the land. The mountains rise steep from its very doors, and the horizon seems to have made an effort to reach the zenith, and very nearly got there. Chief among the objects of interest, within easy walking distance, is

THE OLD MAN ON THE MOUNTAIN.

A few rods down the road to the south is a small mountain lake; and above it, a thousand feet overhead, is "the great stone

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face," one of the wonders of the natural world. It is useless to talk about it. There it is, and the looking is more than the telling. Even a photograph would be feeble ; but, having seen it, one



will never forget it. The lake beneath it, stupidly called "the Old Man's Wash-bowl," is Profile Lake, the head-waters of the Pemigewasset, one of the sources of the Merrimack.

Echo Lake wins to itself admiring attention. Half a mile's walk to the north from the hotel will bring one to its shores, and boats will quickly take one out on its quiet water, where its multiple echo may tickle the ear.

Bald Mountain is reached by a two mile ride or walk over a good road. This mountain top gives a fine view of the Ammonoosuck valley to the north, Echo Lake and the Notch to the south, and Mount Lafayette towering over all.

CANNON MOUNTAIN.

From the lawn before the hotel may be seen the green mass of rock on the top of this mountain, that suggests a great gun and

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gives a name to the peak. There is a good foot-path, and the tourist may make the trip with ease, as it is only a small matter of some 1,500 feet, and the views are excellent.

MOUNT LAFAYETTE.

This mountain, 5,000 feet high, is the highest of the Franconias, and from its summit may be obtained views scarcely inferior to those from Mount Washington. It is a five-mile trip, two miles along the road past Profile Lake: At the ruins of the old Lafayette House the mountain road is seen entering the woods to the left. The view from the summit has been thus described: "Such grandeur as is spread before you more than repays the toil necessary to reach the summit. Lofty mountain peaks without number lie before you on every hand. West, in the hazy distance, is the Green Mountain range—Mount Mansfield, Camel's Hump, and Jay Peak, towering above their neighbors. Intervening are the valleys of the Ammonoosuc and the Connecticut. North is the glorious and grand old peak, Mount Washington—the Tip-Top House, if not cloud covered, in full view. Lying between are the summits of smaller mountains, while a trackless wilderness stretches far away towards the east, where peak upon peak rises skyward. A little to the left is old Kearsarge, and to the right the sharp spur of Chocorua seems to pierce the very sky. South, you look down upon the lovely valley of the Pemigewasset, which has seemingly widened into broad meadows; and, forty miles distant, the eyes rest upon Plymouth, and the beautiful Lake Winnipiseogee, with its innumerable islands. You linger long in contemplating the scene, and wonder how it is possible that so much sublimity should remain so comparatively unknown to the great world of humanity within a day's ride, and yet so accessible."

This trip is usually made on horseback, but, by taking the stage down the road to the entrance of the bridle-path, it makes a good one day's trip on foot. Ponies and guides may be obtained at the Profile House.

THE BASIN AND THE POOL.

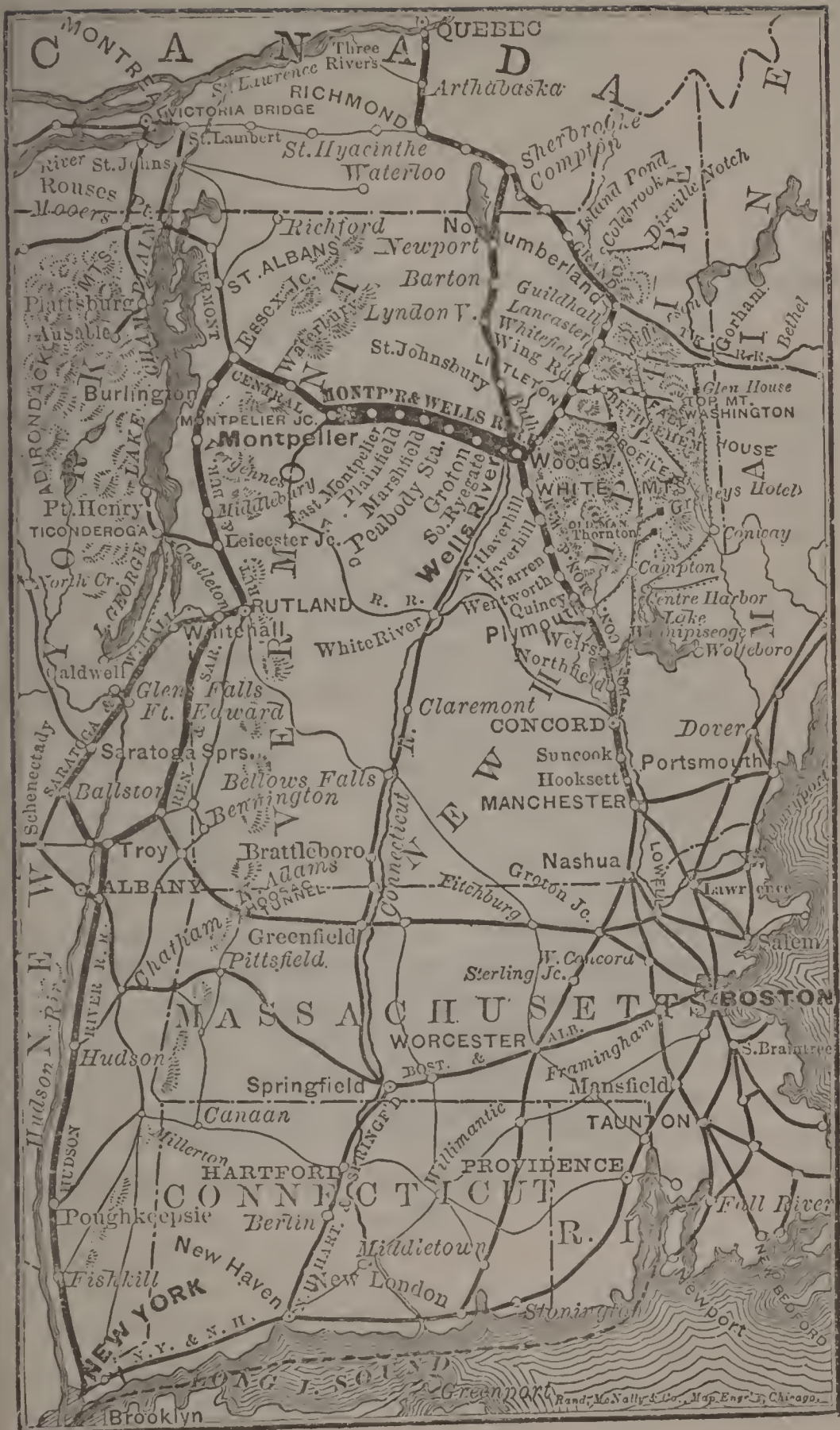
For the walking party, another good day's tramp may be taken down the road to the Basin, distant four miles from the house.

This is a natural bowl or basin worn in the native rock by the fretful river, and well worth seeing as a curiosity. A mile and a half farther on, near the old Flume House, another path leads half a mile through the forest to the Pool, another spot of romantic interest. Just beyond the site of the old hotel the carriage road turns off to the east, and stops near

THE FLUME.

This chasm in the mountain side, with its singular water-falls, its mossy, fern-clad walls, its suspended boulder, its cool and charming depths, and silvery brook, makes one of the most beautiful spots in the mountains; and if the traveler in foolish haste skips much, let him not omit to see this. Returning to the road, a trip, two miles to the south to the Georgiana Falls, may be made; or, on the way back to the house, and when about three miles short of it, a brief halt may be made to view Walker's Falls, in the woods to the right.

The road down the Pemigewasset Valley leads from the Profile House to Plymouth, 30 miles distant, on the Boston, Concord and Montreal Railroad, and travelers coming from the White Mountains frequently return home this way.



ROUTES FROM THE WHITE MOUNTAINS, NORTH, TO MONTREAL AND QUEBEC.

The tourist has his choice of several routes, north. Out of these he will choose, according to his tastes, his point of departure from the mountains and his objective point. One route will be back to Wells River over the B. C. and M. White Mountains Railroad; thence to Montpelier, over the Montpelier and Wells River Railroad, and thence over the Central Vermont Railroad (see page 75) by St. Alban's and St. John's, to Montreal.

Another route from Wells River will be over the Connecticut and Passumpsic Railroad (see page 106) via St. Johnsbury, to Newport; and thence over the South Eastern Canada Railroad, via Richmond and St. John's, to Montreal; or from Newport, over Lake Memphremagog, by steamer, to Magog; thence by stage 16 miles to Sherbrooke; or from Newport, over the Massawippi Valley Railroad to Sherbrooke, on the Grand Trunk Railroad; and thence, via Richmond, to Montreal and Quebec.

Another route north from the mountains, is over the B. C. and M. White Mountains Railroad (see page 39), or to Northumberland, or by the various stage lines to Gorham, both stations on the Grand Trunk Railroad, and thence to Montreal and Quebec as above. All these lines run through cars on express trains, make close connections and good time. Each route has its peculiarities and advantages, which the tourist will readily perceive by the use of the Guide, and by a little investigation.

CENTRAL VERMONT RAILWAY.

This railway forms one of the most important channels of travel and commerce between New England and Canada. The company operates over 600 miles of railroad, including the leased



lines. The Central Vermont embraces the main road from White River Junction to St. Alban's; the Southern Division running from White River Junction to South Vernon, Vermont; the New London Northern from South Vernon to New London, Connecticut, connecting with a line of steamers for New York; the Rutland Division, running from Bellows Falls to Essex Junction, with the Addison Branch from Leicester Junction to Ticonderoga,

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N. Y. ; the Harlem Extension from Rutland to Bennington ; and the Northern and Eastern Division from St. Alban's to St. John's ; and St. Alban's to Richford, Vermont. At White River Junction it connects with the Connecticut and Passumpsic River Railroad for Wells River, and White Mountains, and Lake Memphremagog, and Quebec ; the Northern Railway of New Hampshire, for Boston ; the Woodstock Branch, for Woodstock, Vermont ; and by its Southern Division, running to South Vernon, with the Connecticut River Railroad for Springfield, Hartford, New Haven, and New York ; and the New London Northern at South Vernon, running to Norwich and New London, Connecticut, and New York by steamboat. This railway, under its present efficient management, has become a popular line of summer travel, and the tourist will meet with many objects of interest and some of the most picturesque scenery in America. No one who has the least appreciation of nature can fail to find this route a most interesting one. Immediately after leaving White River Junction the track approaches the bank of White River, and only leaves it at short intervals until the stream is reduced to a mountain brook. The remarkable purity and sparkling properties of the White River water must be seen to be appreciated, and the endless variety of its falls, rapids, shallows, and pools, is a source of never-failing interest. The mountains, too, constantly claim our admiration. The road passes across the Vermont chain of the Green Mountains, which gradually rise from the moderate hills along the Connecticut valley, to such bald-headed patriarchs as Mansfield and Camel's Hump, reaching 4,000 feet and more into the air, and overlooking everything between Mount Washington in New Hampshire, and the Tahawus among the Adirondacks. The geological formation is calcareous or limestone, containing valuable beds of slate, and in the higher hills and on the Champlain slope of the mountains showing marble of greater or less value. The chief marble quarries of Vermont lie to the southward and westward of this road. After passing the mountains, the road follows the Winooski River nearly to its mouth, and the route is northward along the east shore of Lake Champlain, through a generally level country, to Rouse's Point, the St. Lawrence River, and St. Alban's.

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WHITE RIVER VILLAGE,

Windsor Co., Vt., 146 m. fr. Boston.

Immediately after leaving the junction the railroad track follows the right bank of White River, which is close by the side of the track, most of the time, for fifty miles. White River Village is on the left bank of the stream in the midst of a fine farming district, and possessed of valuable water-power.

WOODSTOCK STATION,

Windsor Co., Vt., 147 m. fr. Boston. Stages to Woodstock and Bridgewater.

Near this station we cross to the left bank of White River. It is said that the stream derived its name from the great number of white pebbles which appear on its bed, and this led the Indians to call it "Kaskadnae," which has been anglicized as White River. Woodstock is ten miles south-west from the station, and is reached by a branch railway. It is the shire town of Windsor County, beautifully located in the valley of the Otta Queechee, and contains the usual county buildings. This town is the birth-place of quite a number of distinguished men, among whom may be mentioned Hon. Jacob Collamer, who was Postmaster-general under President Taylor, and who served for many years with great honor as U. S. Senator from Vermont; Hon. Geo. P. Marsh, formerly U. S. Minister to the Sublime Porte; and Hiram Powers, the distinguished sculptor, whose boyhood and youth were passed here. The old Powers house still stands, and is the oldest in the township.

WEST HARTFORD,

Windsor Co., Vt., 152 m. fr. Boston.

Is a small manufacturing village. The track shortly crosses a brook, which breaks into a charming fall to be seen on the right; and soon after we again cross White River on a bridge from which a beautiful view may be obtained. A valley opens to the southward, surrounded by picturesque, sharp-crested hills, dotted with farms, and through the midst flow the transparent waters of the river, now breaking into foam over gray limestone ledges, and now running swiftly over its smooth pebbly bed.

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SHARON,

Windsor Co., Vt., 157 m. fr. Boston.

This village is the centre of a farming region, but has excellent water-power, which is improved to some extent. Joseph Smith, the founder of the Mormon sect, was born here, of which fact the townspeople do not seem to be especially proud. The town was plundered by Indians in 1780, on the same day with the Royalton massacre. Many brooks "join the brimming river" in this section, and the valleys through which they run may be seen winding among the green hills on either side of the railway. The train rushes past only too quickly, and soon brings us to

SOUTH ROYALTON.

Windsor Co., Vt., 162 m. fr. Boston.

HOTEL—South Royalton House.

This neat and attractive village stands on the side of a beautiful valley. A public square is near the station, on which front the hotel, church, school-house, etc. Crossing the river on a bridge 600 feet long, we again follow its right bank.

ROYALTON,

Windsor Co., Vt., 164 m. fr. Boston. Stages daily to E. Bethel, E. Randolph, and E. Brookfield.

This village is pleasantly situated on the river bank, surrounded by fertile fields.

BETHEL,

Windsor Co., Vt., 169 m. fr. Boston ; fr. Montreal, 159. Stages daily to Barnard, Woodstock, Stockbridge, and Rochester.

Bethel is in a narrow valley, encircled by high and steep hills. It is a busy place, containing good water-power and factories.

RANDOLPH,

Orange Co., Vt., 176 m. fr. Boston. Town pop. 2,900. Stages for Randolph Centre, Brookfield, and Chelsea Cottage Hotel.

The stranger is surprised on nearing this village at the evidences of prosperity and industry everywhere visible. The main street, which crosses the railroad at the station, is lined with stores. The surface of the country in the vicinity of Randolph is elevated, but less broken than much of the surrounding territory. At Randolph Centre, three miles north of the station, is the Orange County Grammar School, established in 1806. Soon after

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leaving the station we come in sight of the higher summits of the Green Mountains. The hillsides become more rugged, and rocks showing a vertical stratification lift their frowning precipices over the green fields at their base.

BRAINTREE,

Orange Co., Vt., 182 m. fr. Boston.

A few houses, with a row of brick charecoal pits, shut in by rough mountains, compose this village. A few meadows, however, along the river, afford fair farming lands.

ROXBURY,

Washington Co., Vt., 191 m. fr. Boston.

A quarry of verd-antique marble exists near this station, which, it is said, cannot be distinguished from the true verd-antique from Oriental mines. The railroad here crosses the summit pass of the Green Mountains, at an elevation of 1,000 feet above the level of the sea, and, leaving the head waters of White River, strikes the source of Dog River, a tributary of Lake Champlain. A little west of the station we cross a long bridge seventy feet above the stream which flows beneath it, and begin our descent towards Lake Champlain.

NORTHFIELD,

Washington Co., Vt., 198 m. fr. Boston. Town Pop. 3,500.

HOTEL.—Northfield House.

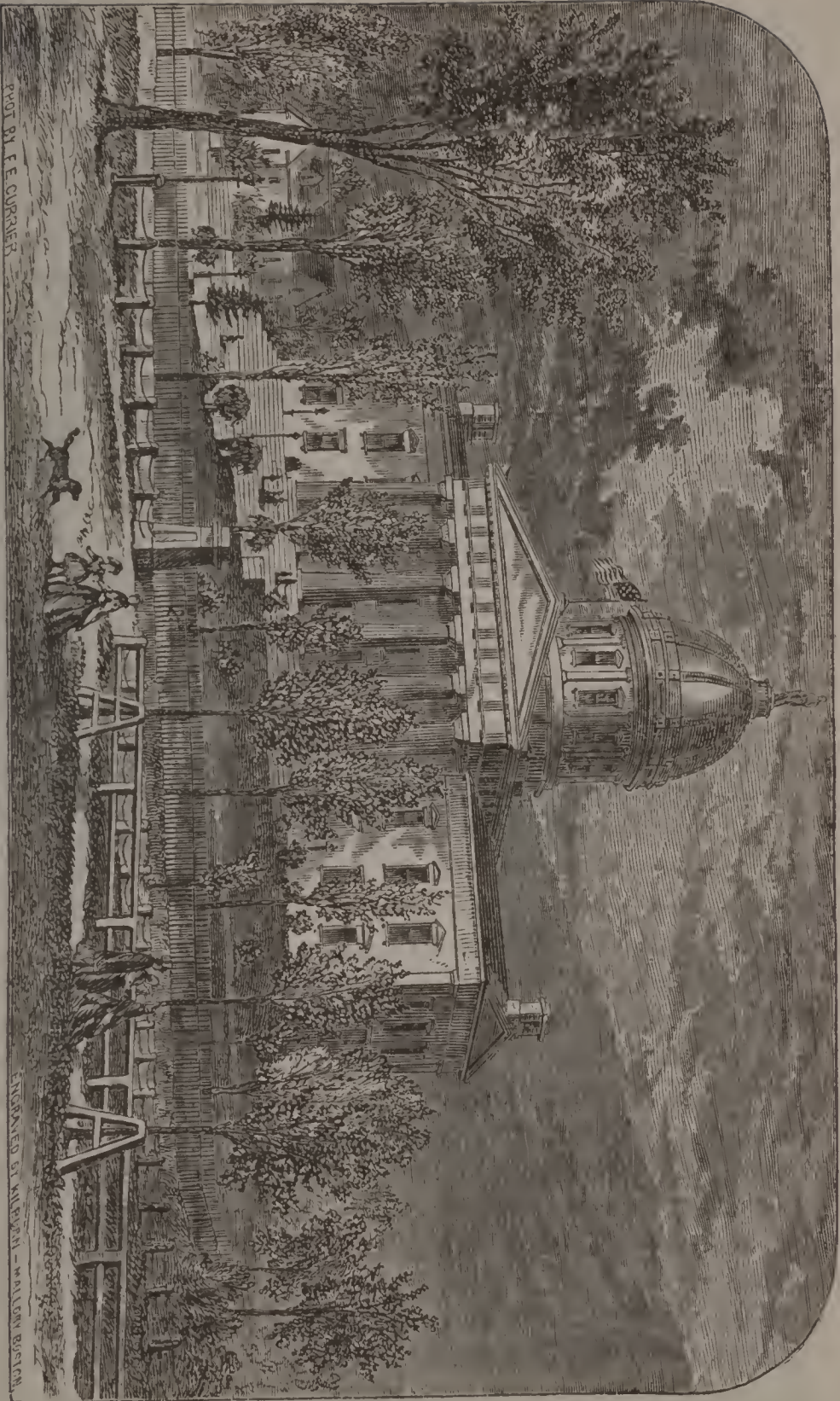
Two ranges of bold hills, one on each side of Dog River, render the surface of Northfield very uneven. In the narrow valley between these hills is the village. Near the station are the old railway machine shops. New ones have been built at St. Albans, and at present the Northfield shops are used in making repairs. Several slate quarries will be noticed on the hill-sides near the track, and the geologist will see much to interest him in the rock cuttings through which the train passes. Many different colored slates may be seen, some of them quite light. The large brick building, with a mansard roof, on the hill to the right, south of the station, is the Vermont Military Institute, a school for boys, popular and largely patronized on account of its salutary military discipline and its thorough training in the usual branches of high-school education.

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MONTPELIER JUNCTION,

Montpelier, Washington Co., Vt., 208 m. fr. Boston.

From this junction a branch railroad runs to Montpelier, 1½ miles. It is the point of intersection of the Montpelier and Wells River Railroad, which forms a cut off, by which parties not wishing to go to White River Junction may cross over to Wells River and the White Mountains by a more direct route. In summer, cars are run through from Burlington to the White Mountains, via this line.



CAPITOL, Montpelier, Vermont.

MONTPELIER,

Washington Co., Vt., 209½ m. fr. Boston. Pop. 3,500. Stages to Calais, Hardwich, Greensborough, Glover, Barton, Cabot, Danville, Barre, Orange, and Chelsea. HOTEL—Pavilion.

Montpelier, the capital of Vermont, is beautifully situated at the junction of the Winooski River with its north branch. It is surrounded by a hilly but highly cultivated region, and is the active centre of a rich farming and grazing country. The town was first settled in 1787, and has been the capital of the State since 1805.

The Capitol building is of granite, and is built upon the site of the first building, which was burned in 1857. The present edifice is cruciform in its general plan, 176 feet long, and surmounted by a dome 124 feet high. In the portico, surrounded by Doric columns, stands a marble statue of Ethan Allen, of whose fame Vermont is so justly proud. In the State House may be seen the regimental flags which were borne by Vermont regiments during the civil war. Most of them show signs of having been often under fire, and many bear long lists of the battles through which they were carried. The geological and historical rooms are especially interesting in specimens of the mineral wealth which is so remarkable a feature of Vermont. There is also a large and well-selected public library. Several newspapers are published in the town, and it contains two banks and three insurance offices.

The Winooski River and its tributaries furnish abundant water-power, which is employed in driving the machinery of lumber mills, carriage factories, large flouring mills, and other smaller manufacturing establishments. It is here spanned by a fine stone bridge of great strength and durability.

Montpelier has been visited by some disastrous fires, which have swept over the business part of the town; but though bringing great distress temporarily upon its residents, they have had the ulterior effect of beautifying the town. Upon these ruins have sprung up substantial brick business blocks and beautiful church buildings, such as few country towns can boast. Montpelier is also provided with one of the best hotels in New England. The

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Pavilion Hotel overlooks Capitol Park, upon which are the State Buildings, and commands the most beautiful portion of the town. It was opened to guests in January, 1876, equipped with all the appurtenances, including bath-rooms, closets, wardrobes, etc., which are essential to a first-class hotel. It is elegantly fur-



PAVILION HOTEL, T. O. BAILEY, Proprietor.

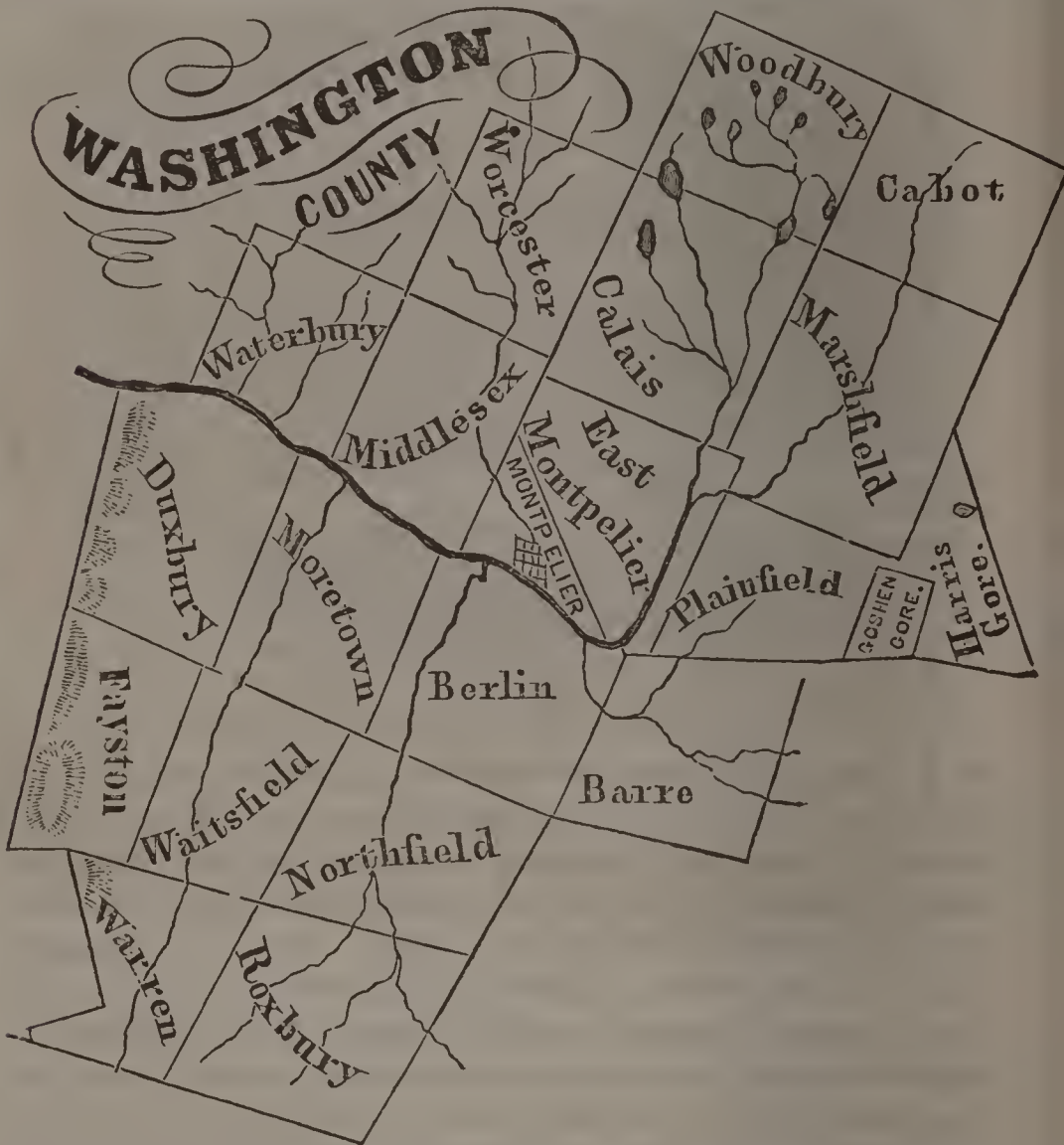
nished, and each room is heated by steam—thus regulating the temperature to the comfort of each guest—lighted by gas, and connected by automatic speaking tubes with the principal office. Extensive piazzas around the house afford delightful promenades and lounging places for summer guests, and every attention needed to enhance the pleasure and comfort of guests, is given by the popular proprietor, Mr. T. O. Bailey, and his efficient Mr. Sibley. No place in Vermont combines more attractions as a summer resort than the beautiful village of Montpelier. The conveniences of a central village and the picturesqueness of romantic mountain scenery, and the comforts of a first-class hotel, are all combined here.

From the hills around Montpelier, beautiful views of the village

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and of the Winooski Valley may be obtained, and the neighboring country is intersected by roads leading on all sides through scenery as rich and varied as ever delighted the eye.

Among the principal drives are those to Benjamin Falls, one and a half miles; Middlesex Narrows, five miles; Williamstown Springs, twelve miles; Plainfield Springs, twelve miles; and Mount Mansfield, thirty miles from Pavilion Hotel. Convenient car-



riages and careful, safe drivers, may be obtained at the Pavilion, and ample accommodations for boarding private teams.

Montpelier is on the direct line between the White Mountains and Saratoga, Lake George, Lake Champlain, and Montreal.

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The Montpelier and Wells River Railroad, running 38 miles between this town and Wells River, opens up a rich agricultural and lumber region, and speedy connections east, south, and north. The towns of Plainfield, Marshfield, the largest and most important of the route, Groton, and Ryegate are all intersected by this route. The scenery is varied by mountain, lake, stream, woodland, hamlet, and the rich bottom-land along the valley of the



MIDDLESEX NARROWS, Winooski River, Vt.

Wells River. Tourists will find Montpelier a convenient and delightful place to spend a short time in their summering. Leaving Lake George and Saratoga in the morning, and Montreal in the afternoon, they may take tea here, remain over night, and, leaving Montpelier after breakfast, they can dine at any of the White Mountain houses the same day. This forms one of the most delightful and comfortable ways of making the journey to the mountains.

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MIDDLESEX.

Washington Co., Vt. 212 m. fr. Boston. Stages to Moretown, Whitfield, and Warren.

Soon after leaving the junction, the railroad enters the valley of the Winooski, a few miles below Montpelier. This river has a euphonious Indian name, which, however, signifies onions in English; consequently the inhabitants translate musical but uncivilized "Winooski" into its American equivalent, and call this beautiful stream Onion River. Before reaching Middlesex Station the river, now on the left, falls over a series of rocky ledges, then plunges into Middlesex Narrows, a cañon about a quarter of a mile in length and thirty feet in depth, which has been worn in the slaty rock by the action of the river. Camel's Hump may be seen for a moment on the left, before reaching the station.

WATERBURY.

Washington Co., Vt. 217 m. fr. Boston. Pop. 2,500. Stages to Stowe, Mt. Mansfield, Hyde Park, and Craftsbury.

HOTEL—Waterbury Hotel.

Waterbury is a good-sized village, pleasantly situated on a plateau, through which the railway passes. Camel's Hump looks over the intervening ridges, as we near the station, and assumes an almost human expression, having the outline of a forehead and nose. The Waterbury Hotel is near the station, and has ample accommodations for a large number of guests. Waterbury is so attractive in its situation and surroundings, that many summer tourists make it their headquarters. Mount Mansfield and Camel's Hump, the highest of the Green Mountain peaks, are within easy riding distance, and the whole vicinity is rich with the characteristic scenery of Vermont.

MOUNT MANSFIELD

Is the principal attraction of this region, and is most conveniently reached from Stowe, ten miles north of Waterbury. The drive to Stowe is one of great beauty, through the hills and valleys of this enchanting region. Stowe is eight miles from the summit of Mount Mansfield, which lifts its noble outline in full view of the Mansfield House. This house was opened to the public in 1865, and sustains an excellent reputation. It can accommodate over

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300 guests ; and being the central point of a most romantic and beautiful region, is a great favorite with summer visitors. Mount Mansfield is reached by stages, which leave the hotel as often as may be necessary, carrying their loads to the summit of the mountain. The road, soon after reaching the base of the mountain, is overshadowed by trees so that no extensive view is obtained until the Half-way House, with its ice-cold spring, is reached. From this point the ascent was formerly made on foot or horseback ; but now a turnpike is constructed the remainder of the distance to the Summit House, and passengers are carried in stages or carriages to the very summit of the mountain.

The most attractive view is obtained from that portion of the mountain known as the "Nose," which is a short distance from the Summit House. This peak is 4,000 feet high, and the view from its top is one not easily forgotten. Description for one on the spot is futile ; but it may add to the interest if a few of the more notable features are indicated, so that they can be recognized by the stranger. Northward may be seen the wide valley of the St. Lawrence, with the waters of the river visible at intervals. A little to the west of north is Mt. Royal, with the tin roofs of Montreal glittering in the sun at its base. Almost due north is the sharp blue summit of Jay Peak, and to the right of it Owl's Head, and the range of hills bordering the west shore of Lake Memphremagog. Further to the right are the Willoughby Mountains. The view to the westward is filled by the Champlain Valley, bounded by the Adirondack Mountains beyond. Lake Champlain may be seen almost from Whitehall to Rouse's Point, and forms a most beautiful item of the landscape. Southward are Killington Peak, Aseutney, and, comparatively near by, Camel's Hump. In this direction the Green Mountain range breaks the horizon with its multitude of rounded summits. Eastward are the White Mountains, sixty miles distant. The Chin is the highest peak of the mountain, being a little less than 400 feet higher than the Nose. The view from the top is substantially the same as that from the other and most frequented peak. The Summit House is fitted to receive about 100 guests, and is largely patronized during the summer months.

From Stowe, which is a charming summer residence, many in-

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teresting excursions may be made to neighboring celebrities, among which are Smuggler's Notch, a deep, narrow, and exceedingly wild gorge near Mt. Mansfield, Bingham's Falls, Moss Glen Falls, and many other romantic and interesting places—all within a radius of ten miles from the Mansfield House.

RIDLEY'S STATION,

Chittenden Co., Vt., 222 m. fr. Boston.

This station is in a region thinly inhabited. Just before reaching the station, a wild and rocky scene opens to the northward. It is best seen while going towards Waterbury, rather than from it. This place is known as Bolton Falls. The wagon road from Waterbury to Bolton passes near by, and furnishes a favorite drive for those who are fortunate enough to spend any time in the vicinity. Beyond Ridley's a constant succession of river pictures may be seen on the south side of the track, while ranges of wild and picturesque rocks rear themselves on the northern side. The tourist wishing to visit Camel's Hump, can reach it most conveniently from this station, where teams may be procured which will take him three miles up the mountain, to the end of the wagon road, beyond which point the ascent is made on foot or horseback. About a mile from the summit is a small house where visitors can obtain temporary shelter and refreshment. The view from Camel's Hump is similar to that from Mt. Mansfield. Its height is 4,083 feet.

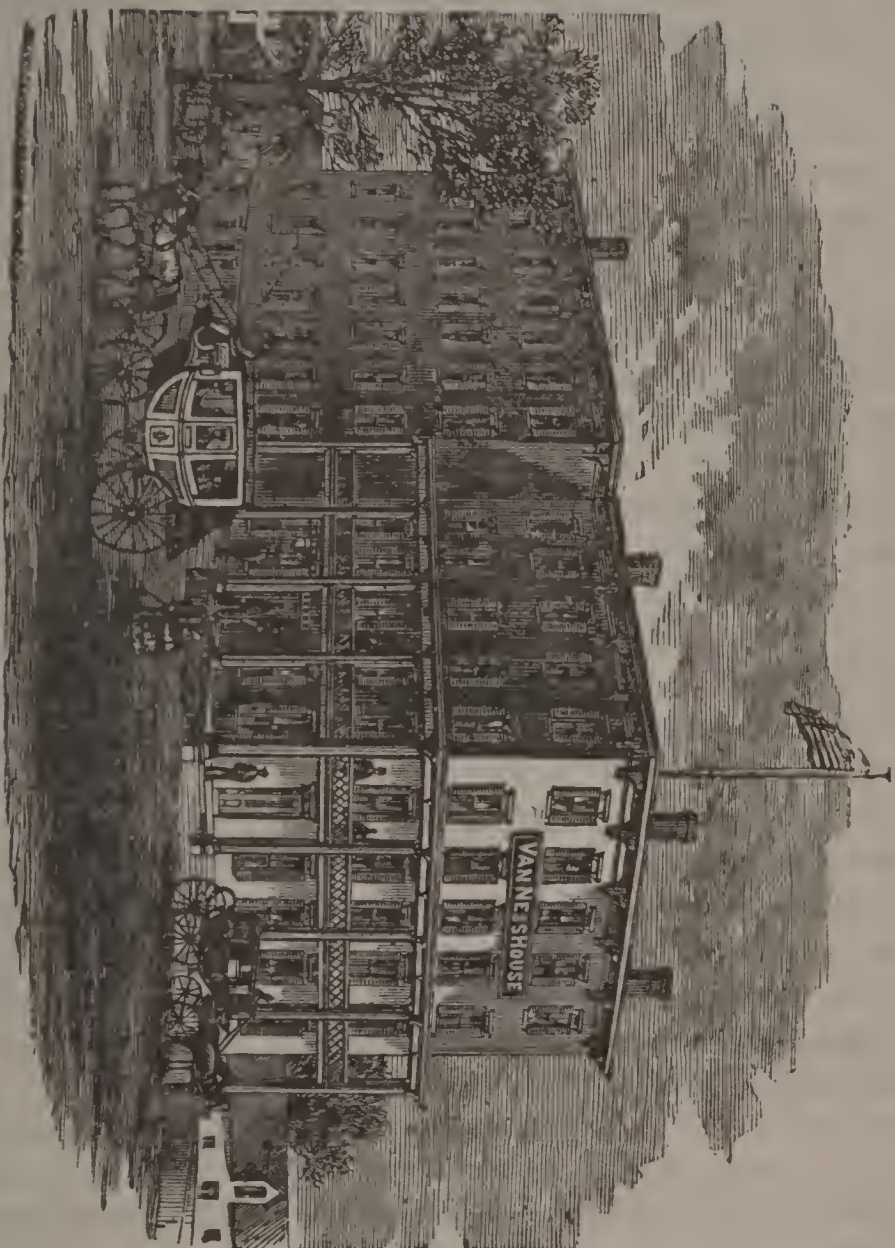
Passing Bolton, Chittenden Co., Vermont, 225 miles from Boston—hotel, Bolton House—surrounded by high hills and towering precipices, pretty much shut off from the rest of the world; Mt. Mansfield, looking over the shoulders of intervening hills into the nook where the village nestles, with its church and white houses, and a clear brook falls into the Winooski, near the station; and Jones' Station, 228 miles from Boston, whence are stages daily to Huntington, Harrisburg, and Underhill Centre, another village among the hills, we come to

RICHMOND,

Chittenden Co., Vt., 231 m. fr. Boston. Stages to Huntington.

HOTEL—*Richmond Hotel.*

As the railway approaches Richmond, the country becomes more open, and is evidently richer in agricultural products than the



VAN NESS HOUSE, Burlington, Vt.

D. C. BARBER & CO., Proprietors.

The Van Ness House is a fine hotel, central in location, with a beautiful outlook upon Lake Champlain and the Adirondack Mountains. It is the largest hotel in Burlington, and will rank as one of the best hotels in New England.

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narrow though fertile valleys. Next to St. Alban's, it sends to the Boston market the largest quantity of butter and cheese of any town in the State. The Winooski flows near the village. The village contains a fine modern school-house, several churches, and a Masonic Hall.

The town lies just where the Winooski Valley opens into that of Lake Champlain, and combines in a most attractive manner the beauties of mountain and meadow. Leaving the station, the track crosses the Winooski on a bridge 600 feet long.

WILLISTON,

Chittenden Co., Vt., 236 m. fr. Boston.

As the railway leaves the mountains, the view becomes more extended; and from the northern or right-hand side of the car the noble outlines of rounded summits can be seen, while on the opposite side the distant Adirondacks soon come in sight, beyond Lake Champlain. Williston is a farming town. Beyond the station we again cross the Winooski, and from the bridge obtain a full view of Mt. Mansfield and Camel's Hump. These two mountains are in sight at intervals, for many miles on this portion of the railway, and the rather ill-proportioned human profile of Mt. Mansfield may be seen to the best advantage.

ESSEX JUNCTION,

Chittenden Co., Vt., 239 m. fr. Boston. Stages to Jericho, Underhill, Mt. Mansfield, and Cambridge. HOTELS.—Central and Junction Houses.

This village is situated on an arid, sandy plain, and is chiefly inhabited by the employés of the railway. The Essex Branch to Burlington, Vt., diverges here.

CENTRAL VERMONT RAILROAD. RUTLAND DIVISION.

The Essex Branch Railway runs from Essex Junction to Burlington, a distance of eight miles, and follows the general course of the Winooski, affording fine views of the falls and rapids which abound in this part of the river. It is a part of the Rutland Division of the Central Vermont Railroad, and makes immediate connections with all trains on the main line.

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WINOOSKI,

Chittenden Co., Vt., 245 m. fr. Boston.

Winooski Falls have some celebrity as one of the curiosities of the neighborhood, and are often visited by tourists stopping at Burlington. The village is near the falls, whose water-power serves to turn the machinery of manufactories and saw-mills. South of Winooski, on a hill may be seen the granite column which stands over the grave of Ethan Allen.

BURLINGTON,

Chittenden Co., Vt., 247 m. fr. Boston. Pop. 16,000.

HOTEL—*Van Ness House.*

Burlington was incorporated as a city in 1866. It is delightfully situated on a hill which rises from the Lake Shore, and commands a wide view of water and landscape. Its heaviest business is in lumber, large quantities of which are brought from Canada, and from along the lake shores, and are shipped by rail to various markets. Burlington is now the third lumber mart in the country, and the business is constantly increasing. It has cotton, flour, and rolling mills, etc. In the centre of the city is a large public square, containing a fountain and shade trees. Near by are the custom-house, city and county buildings, banks, and other business offices.

The University of Vermont stands on the crest of the hill, overlooking the city. From the dome of the chief building an extensive and very beautiful view may be obtained, including the ranges of the Adirondack and Green Mountains, while Lake Champlain, with its bays and islands, stretches north and south as far as the eye can reach. The large island in front of Burlington is Juniper Island. To the south of this may be seen Rock Dunder, which is said to have excited the suspicions of the British Commodore, while cruising here during the war with England, to such an extent that he opened fire upon it. Col. Ethan Allen, the gallant Vermonter, who with his Green Mountain Boys rendered such good service during the Revolution, was often in Burlington while living, and now lies in the Green Mountain Cemetery, near the city, where a granite monument has been erected by the State to perpetuate his memory. In the country surrounding the city are many romantic drives and walks; those leading along the Wi-

nooski River and to Shelburne Point and harbor, are, perhaps, the most attractive. Mallett's Bay, eight miles distant, is a beautiful sheet of water celebrated for its bass and pike fishing. The drive to the bay is delightful.

The best hotel is the Van Ness House, which contains one hundred commodious sleeping rooms, with private parlors, and other modern conveniences. The house is the largest in Burlington, and will rank as one of the most convenient and thoroughly appointed houses in New England. The location, at the junction of St. Paul and Main streets, upon the Square, is elevated and prominent. A spacious promenade upon the roof is one of the great attractions of the house. The view from this elevation is remarkably extended, rich, and charming in all its varied features. The city and its environs, its numerous manufactures, its immense lumber interests, the Green Mountains, the Lake, the Adirondacks, combine to form an inimitable picture. Attached to the hotel is a large farm, from which the table is supplied twice each day with fresh milk, cream, vegetables, etc. A fine livery is connected with the house, and teams and drivers thoroughly acquainted with all points in the vicinity, of interest to the tourist, can be obtained at the hotel, promptly and reasonably.

The steamboat wharf is close beside the railroad station, and here the traveler takes the boat for Plattsburg, N. Y., and the Adirondack Mountains. The scene at the crossing of the lake late in the afternoon, when the shifting hues of the sunset sky, and the more varied hues of the mirror below, as orange changes to gold, and gold to crimson, and crimson to purple, and this to brown and dark gray and blue, all colors so shaded and intermingled that none can be said to prevail alone, presents a view of enchanting beauty, full of delight to the lover of nature. Here, also, one may take steamer up the lake for Essex, Westport, Port Henry, Crown Point, Ticonderoga, and Lake George. The trip from Burlington to the upper end of Lake George is one of the most delightful pleasure-routes on the continent.

Returning to the main line of the Central Vermont R.R. at Essex Junction, we pass to

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COLCHESTER.

Chittenden Co., Vt., 244 m. fr. Boston. Town pop. 4,000.

The main village is half a mile west of the station, and the spire of its church may be seen over the hill in that direction. The railway continues in sight of the Green Mountains, constantly changing views of which are to be seen on the one hand, while on the other Lake Champlain, with its islands and the Adirondacks beyond, are frequently in sight.

MILTON.

Chittenden Co., Vt., 251 m. fr. Boston. Town pop. 2,000.

This prosperous village is situated on the Lamoille River, and is engaged in the lumber business to a considerable extent. The Great Falls of the Lamoille are within an easy walk from the railway, and are worthy of a visit, though somewhat disfigured by the "improvements" made for the purpose of controlling the water-power. The village, with its churches and dwellings, may be seen near the station, on the left.

GEORGIA.

Franklin Co., Vt., 255 m. fr. Boston. Stages to Fairfax and Fletcher.

The New Hampshire Baptist Institution is situated at this village. The railway soon crosses the Lamoille River on a bridge which spans the stream at a giddy height.

ST. ALBAN'S.

Franklin Co., Vt., 265 m. fr. Boston. Town pop. 8,000.

HOTEL—Welden House.

St. Alban's, the shire town of Franklin County, is built upon a gently sloping hill overlooking Lake Champlain, two miles distant. The lower part of the town in the vicinity of the railway station is level; but the land soon rises, and the principal business street, with the pleasantest part of the town, is on the hillside. Situated in the midst of an unsurpassed grazing country, St. Alban's is noted for its butter and cheese. Three hundred carloads of these two commodities are yearly shipped to the markets of Boston. It is said that \$60,000 has been paid over for these two products in a single day. The public square, containing four acres, is an ornamental ground, laid out with walks and planted with shade-trees. Around it are the principal buildings of the town.

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The principal hotel is the Welden House, named in honor of Jesse Welden, the pioneer white settler of the town, and situated on the public square in the centre of the town. It is a large brick structure constructed on modern plans, and managed on the most



liberal scale. The modern appurtenances, such as baths, gas, wardrobes, and annunciators are here found, and all its sleeping-rooms and parlors are large, commodious, and well furnished. The table is supplied with the most wholesome food, fresh from the surrounding farms, which are so celebrated for their excellent dairy products. Mineral waters from the celebrated Highgate, Sheldon, and Welden Springs, are furnished to the guests of this house. Mr. Thomas Lavender keeps the house in this liberal

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style, and has had large experience and knows how to keep a first-class hotel.

The healthful climate, the pure air, the mineral springs, the delightful drives about St. Alban's, and this excellent hotel, all combine to render St. Alban's an unusually attractive Summer Resort. All who have visited St. Alban's have heard of the magnificent view from Aldis Hill, an elevation near the town. It commands the ranges of the Adirondack and Green Mountains, and a wide stretch of Lake Champlain. At the hour of sunset, on a calm evening, the beauty of the scene from this hill is entrancing.

The heavy money transactions mentioned above have made the town the centre of banking business for the surrounding region, and three prosperous banks are in active operation. The money in the vaults of these institutions brought down upon the unsuspecting citizens the famous raid of October 19, 1864. The war was then at its height; and, doubtless, on the morning of that eventful day, many a St. Albanian read in his morning paper of doings at the front, little thinking that his balance at the bank was destined, in a few hours, to be in the pocket of a rebel, mounted on a fleet Vermont horse, and crossing the Canada line. About three o'clock on the day mentioned, a squad of armed men appeared in the public square. Whence they came, no one could tell; but their plans were evidently laid with care; for parties of three or four at once entered the banks, and presented orders which were cashed at sight, without the usual identification being insisted upon by the bank officials. About \$200,000 was thus obtained. Collateral security was furnished in the persons of cashiers and treasurers, who were locked up in the vaults for safe-keeping. Meanwhile the remainder of the raiders were busy in selecting the best horses they could lay hands on, and in quarantining any citizens who happened to be passing at the time, so as to prevent resistance. All this was accomplished in a few minutes, and the rebels galloped off towards Canada with their spoils. The raiders wounded three citizens, one of whom subsequently died. A party was speedily organized and on the trail of the rebels, who were pursued into Canada, and there some of them were arrested. About \$90,000 was recovered by the Canadian authorities and returned to the St. Alban's banks.

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The general offices of the Central Vermont Railway are at St. Alban's, and the arrangements of the station and offices adjoining are well worth inspection. The passenger house is 300 feet long, and contains four tracks. Its broad platforms, convenient waiting-rooms and ticket offices, are worthy of admiration. An extensive wing—if it may so be called—adjoining the passenger house, contains the general offices. This building is most conveniently and elegantly arranged and furnished. It contains a reading-room, where all the leading periodicals and newspapers are kept for the use of officers and employés. As one walks through the spacious halls and rooms devoted to the various branches of railway business, he cannot but be impressed by the liberal policy which authorizes such complete arrangements. St. Alban's Bay, on Lake Champlain, was formerly a business centre, but is now important only as the landing-place of the Lake Champlain steamers.

EASTERN DIVISION OF CENTRAL VERMONT RAILROAD.

The Missisquoi Railroad, now operated by the Central Vermont, was completed in 1871, and runs from St. Alban's through Sheldon, Franklin, Enosburgh, Berkshire to Richford, Vt., a distance of 28 miles. Trains run to connect with the Central Vermont Railroad at St. Alban's.

SHELDON SPRINGS,

Franklin Co., Vt., 9 m. fr. St. Alban's. HOTEL—*Congress Hotel.*

At this station is the celebrated Sheldon Springs, whose waters have effected so many noted cures of obstinate and chronic diseases.

Two fine bathing houses have been erected, which are as convenient and perfect in their fittings as can be found anywhere. Hot, cold and tepid baths are given at all hours of the day.

Congress Hall hotel, owned by Dr. S. S. Fitch, 714 Broadway, N. Y., is three stories in height, situated near the Sheldon Springs, with wide piazzas to each story on the east, west, and north sides—in all six hundred and seventy-eight feet of piazzas, so that shade and out-door air can be had at all times of the day.

In front of the house flows the Missisquoi River—the largest river in Vermont—and at this point is found a succession of falls, in all one hundred and nineteen feet. When at full banks it is

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an imposing river, and even at its lowest state the murmuring of the falling water is distinctly heard. From the piazzas of the house, fifty miles of the summits of the Green Mountains are visible, although they nowhere approach nearer than twenty miles. From an eminence near the house forty miles of Lake Champlain are visible: while from Dunton Hill, only one mile distant, about seventy miles of the Green Mountains come into full view. Lake Champlain, from Burlington to Canada, is seen, and far across the Lake the Adirondacks lift their heads; looking north, the spires of Montreal become visible.

MISSISQUOI SPRINGS,

Franklin Co., Vt.

This group of springs is about one mile in a northeasterly direction from the Sheldon Spring. There are thirteen of these springs, all located within the space of an acre of land, and possessed, apparently, of different mineral qualities, having distinctive tastes and colors; and, so far as tried, proving unlike in their effect. The spring by which so many marvellous cures are reported to have been made is called "Missisquoi," and has been known in the neighborhood, for over half a century, as affording a remedy for cancer, scrofula, cutaneous affections, and the various diseases of the kidneys; even the so-called Bright's disease, it is asserted, succumbs to its curative properties. The Missisquoi Spring ranks among the foremost of the healing waters of the United States. Chemists, it is said, have found in it ingredients which no other water on this continent, yet discovered, is known to possess.

SHELDON VILLAGE,

Franklin Co., Vt., 10 m. fr. St. Alban's.

HOTELS—Bellevue, Portland House, and Central Hotel.

This small but very pleasant village is divided by the Missisquoi River, which flows through the centre of the town. It is about 2 miles east of the Missisquoi and Sheldon Springs, and contains one or two mills, two churches, and several hotels and boarding-houses. The hotels are situated on high ground on the north and south sides of the river, and command very delightful views of the village and surrounding country. Visitors will find any of

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these hotels very comfortable and pleasant homes, and receive very polite attention from the proprietors. The terms are very moderate, and varied according to rooms and length of occupancy.

CENTRAL SPRING

is at Sheldon village, on the east side of the creek, and possesses very fine mineral properties of the same general character as the Missisquoi, though stronger and more effective, and some of the properties of the Saratoga and Ballston Springs. It is particularly adapted to cure cancer, scrofula, pulmonary affections, cutaneous diseases, dyspepsia, rheumatism, etc. It is only a short distance from all the hotels and boarding-houses of the village.

THE VERMONT SPRING

was discovered in 1867 by Mr. E. Newton, while at work on his farm. In drinking, he noticed a slight mineral taste and odor; and, continuing it day after day, he found himself recovering from a serious kidney difficulty from which he had suffered for many years. Upon analysis by chemists the waters were found to possess valuable mineral properties, similar in effect and character to the other springs in Sheldon.

Passing North Sheldon, a station surrounded by a rich agricultural district, East Franklin, a country devoted principally to dairying and grazing; Enosburgh Falls, 18 miles from St. Alban's, population 300, where are very pretty water-falls in the Missisquoi River, affording superior water power for manufacturing; North Enosburgh, East Berkshire, all rural stations, we come to

RICHFORD,

Franklin Co., Vt., 28 m. fr. St. Alban's.

This is the present terminus of the Missisquoi Railroad. At the village, the Missisquoi River makes a fall of several feet; thus affording very superior water power, which has been improved by several mills and factories which are in operation in the village.

EAST SWANTON,

Franklin Co., Vt., 274 m. fr. Boston. Town Pop. 3,000.

Here we resume the main Central Vermont route.

Soon after passing Swanton Junction, where trains to Rouse's Point and Ogdensburgh diverge, we reach East Swanton, crossing

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the Missisquoi River before reaching the station. The village is of moderate size, and most of the inhabitants are farmers.

HIGHGATE SPRINGS.

Franklin Co., Vt., 278 m. fr. Boston. Town Pop. 2,300.

The Springs at this station are within a few rods of the railway, and one is tempted to try and taste the waters while the train is waiting. The Franklin House is an excellent hotel, and the vicinity of the Springs makes it a very pleasant resort.

We cross the Canada line just before reaching St. Armand, Iberville Parish, Quebec Pr., Can., 282 miles from Boston, and pass to Moore's, in a level country, 284 miles from Boston. Jay Peak and the Memphremagog Mountains to the eastward are visible; and to Stanbridge, 289 miles from Boston, a fine village, composed for the most part of dwelling-houses. Two miles east of the station is Bradford, another pretty village, containing several mills, a foundry, and 2 churches. East Stanbridge, 3 miles east of Bradford, is also a flourishing village of about 250 inhabitants. Stages run from Stanbridge Station to both these villages.

Des Rivieres, 292 miles from Boston, a village on Pike River, a small stream affording water-power for saw-mills below the station, and St. Alexandre, 299 miles from Boston, are small places.

STANSTEAD, SHEFFORD, AND CHAMBLY JUNCTION.

305 m. fr. Boston.

At this station connections are made with the Stanstead, Shefford, and Chamblay Railway, to Waterloo, 43 miles, distant 20 miles from Lake Memphremagog.

ST. JOHN'S.

St. John's Parish, Quebec Pr., Can., 308 m. fr. Boston. Fr. Montreal, 20. Pop. 4,070.

The railway crosses the Richelieu or Sorrel River, just before reaching this station. This stream is the outlet of Lake Champlain, and falls into the St. Lawrence 40 miles below Montreal. It is navigable for its whole length, with the exception of certain rapids, which are passed by means of canals and locks. The town is on the west bank of the river, and has manufactories of iron, leather, pottery, etc.

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LACADIE AND BROSSAUS,

316 m. fr. Boston.

These are small and unimportant villages, the inhabitants of which are chiefly farmers, who send the products of their labor to the Montreal markets. The former place is on Montreal River.

ST. LAMBERT.

St. John's Parish, Dominion of Canada. 318 m. fr. Boston.

This station is opposite Montreal, and at the eastern end of Victoria Bridge, which is nearly 2 miles long. It is built on the tubular plan, and rests on 2 abutments and 24 piers. It cost \$6,300,000. Entering the bridge, but little can be seen excepting iron plates and braces, until after a space of 6 to 10 minutes the train emerges from the western end of the bridge, and following a descending grade soon reaches the level of the streets, and in a few minutes enters Bonaventure Street, at Montreal Depot. For description of Montreal, see page 115.

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WHITE'S HOTEL,

MASSENA VILLAGE, N. Y.

H. B. WHITE, - - - - Proprietor.

One Mile from Massena Springs, on Grass River; Two Miles from the St. Lawrence.

This is one of the Finest Hotel Buildings in Northern New York.

FINE AIRY ROOMS,

GOOD TABLE, AND EVERY ATTENTION PAID TO COMFORT OF GUESTS

Board from \$8 to \$14 per Week.

 Carriages to Springs free, and fresh Spring Water constantly on hand. 



AUSABLE CHASM.

OGDENSBURG AND LAKE CHAMPLAIN R. R.

Rouse's Point to Ogdensburg, 118 miles.

Rouse's Point is the eastern terminus of this R. R. The road derives its chief importance from its being the link that connects the traffic of the East and West, which passes over the long line of water communication between Chicago and Ogdensburg and over the Central R. R. of Vermont. Ogdensburg, the western terminus, is besides an important point of departure by steamer for Montreal and Quebec, and all points on the lakes or the St. Lawrence, and also by Rome, Watertown and Ogdensburg R. R. for all points south. As we pass west from Rouse's Point, space permits a mention of a few places only. Champlain, on the Great Chazy River has good water-power and navigation to Lake Champlain to which it chiefly owes its prosperity. Mooer's Junction is where this R. R. connects with the Montreal and Plattsburg R. R. Chateaugay is an interesting place from its extended views, its proximity to Chateaugay Lake, the source of the river of the same name, and that portion of the north woods known as the Chateaugay woods. There are also very interesting springs, falls, and picturesque scenery near. Malone is the county town of Franklin Co., on the Salmon River. It has beautiful streets and handsome public and private buildings. The Franklin Academy is here. The R. R. depot is a large and handsome brick structure, and the hotel is fine and well kept. The Saranac lakes and hunting grounds are easily reached from Malone. Brasher Falls is the station nearest to Massena Springs, five miles distant, to which stages run from Dunton's Hotel twice daily, Sundays excepted, during the pleasure season. Massena Springs is a popular resort. The water is sulphurous in character and possesses valuable medicinal properties. The village is neat, and in the season of pleasure travel, is gay and lively with guests. There are several springs, of which St. Regis is the chief. White's Hotel is a good house, and tourists and visitors at the springs will find much here to minister to their comfort and delight. At Potsdam Junction the Potsdam Branch of the Rome, Watertown and Ogdensburg R. R. diverges for Rome and all points East, South and West. Potsdam is 4 miles south of the Junction. Ogdensburg, on the St. Lawrence River and at the mouth of the

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Oswegatchie River, is a town of about 12,000 inhabitants, a U. S. port of entry and delivery, and a town of great commercial importance. It is handsomely laid out on a hillside and plateau, just at the mouth of the Oswegatchie, whose water drives the machinery of its factories and mills. Its custom-house and post-office, built of Ohio sandstone, at a cost of \$200,000, is a fine structure. The city has many fine private residences along the east bank of the Oswegatchie. The main street is lined with well-built stores, banks, and public buildings. The business of the place is large. A steam ferry connects the city with Prescott, on the opposite shore of the river St. Lawrence and with the Grand Trunk R. R. and the Ottawa and Prescott R. R. of Canada. Steamers of the Richlieu and Ontario Navigation Co. and Propellers of the Northern Transportation Co., and other steamers run up and down the St. Lawrence to the Thousand Islands, connecting with the Ogdensburg and Lake Champlain, and the Rome, Watertown and Ogdensburg R. Rs., and at Morrisville, 11 miles from Ogdensburg, with trains on the Black River R. R. for Watertown, Lowville, Trenton Falls, Utica, etc.



ENTRANCE TO THE FLUME, AU SABLE CHASM, N. Y.

LAKE CHAMPLAIN.

OUR first introduction to this beautiful sheet of water, in approaching from the eastward, is near Richmond, Vt., where for the first time we look across its valley and see the noble range of the Adirondacks from base to summit. From this point to Burlington, where we take the boat, a seat on the left, or west side of the car, will enable the traveller to catch frequent and charming glimpses of lake and mountain.

Lake Champlain was discovered in 1609—the same year that Hendrick Hudson, with his sturdy crew, anchored the “Half-Moon” in New York Harbor. Samuel Champlain, with two white followers, under the guidance of a party of Indians, was the discoverer, and the lake is a lasting memorial of his enterprise, even as the Hudson River preserves the name and fame of Hendrick, its explorer. It is curious that the extreme north and south points of the Empire State were discovered in the same year, and still preserve in their vicinity marked traces of the French and Dutch, who were their first settlers.

The first account that we have of Lake Champlain is the history of the warlike expedition on which Champlain went, with his Indian guides, against the Iroquois; and from that time until the close of the last war with England the lake was often the scene of conflicts between Indians, or French, or English, or Americans, or all four together. The most important battle was that of Plattsburg, which took place on September 11, 1814. The American and British fleets were engaged in a fierce fight on the lake, while their respective armies were at the same time in action on shore, close at hand. This double combat ended in the total defeat of the British, and was one of the most hotly-contested battles of the war. A



THE FLUME, AU SABLE CHASM, N. Y.

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more particular account of this engagement may be found under the sketch of Plattsburg (page 41).

Plattsburg is but one of the many places on the lake which are of great historic interest. During the "Old French War," while France still held possession of the Canadas, the English maintained garrisons along the shores, and flotillas on the water. These two great European Powers brought their ancient feuds across the Atlantic with them, and were constantly seeking one another's destruction. The horrors of this desultory warfare were increased by the barbarities perpetrated by the Indian allies of both parties. Crown Point and Ticonderoga, near the outlet of Lake George, are both famous—the latter as the site of the old fort, which was captured, with its British garrison, by Ethan Allen and his brave Green Mountain Boys.

Valcour Island, a few miles south of Plattsburg, is near the scene of Arnold's disastrous engagement with the British, in 1776. That gallant officer then stood high in public estimation, and on this occasion fully sustained his reputation for skill and bravery, in covering the retreat of his flotilla. The battles of Bennington and Hubbardston, and the line of Burgoyne's march, were all on or near the shores of Lake Champlain, and add a never-dying interest to the magnificent scenery which surrounds it.

Lake Champlain is 150 miles long, and varies in width from a few hundred yards to thirteen miles. Its waters are clear, deep and cold, and it is well stocked with fish of various kinds, affording excellent sport for the angler. In the spring and fall thousands of wild ducks make this their feeding ground, and the wild lands west of the lake abound with all kinds of game.

For purposes of commerce the lake is of great consequence. Its depth is, in some places, 300 feet, so that

vessels of heavy burden can navigate its waters. Large quantities of lumber are annually delivered at its ports, Burlington, Vt., being the principal market.

Lake George is connected with Lake Champlain both geographically and historically, being joined to it by a narrow outlet, not navigable on account of its rapids, and having been the scene of many battles, sieges, and massacres, during the wars of early times.

The most memorable of these is the fearful massacre at *Fort William Henry*, where a hotel of the same name now stands. The fort was occupied by an English garrison, under command of Col. Monroe, which for several days bravely resisted the attack of a greatly superior force of French and Indians, but was finally obliged to surrender. The terms of capitulation were, that the garrison should be permitted to march out with the honors of war, taking with them certain specified stores. An escort was to be furnished them to Fort Edward. As soon as they were fairly out of the fort the Indians, regardless of the terms of surrender, fell upon them, and an indiscriminate massacre ensued, the French taking no steps to prevent it. It is estimated that 1,500 persons were thus murdered.

The battle of Lake George took place near the head of the lake in 1755. The contending parties were French and English, under Baron Dieskau and Sir William Johnson. The French were defeated, and their commander was among the killed. Lake George is justly celebrated for its beautiful scenery, its transparent waters, and fine fish. The lake is thirty-six miles long, and about three miles broad at its widest part. Some of the most thrilling scenes in Cooper's novel, "*The Last of the Mohicans*," are laid in the vicinity of "*The Horicon*," as the Indians are said to have called this beautiful lake.



CATHEDRAL ROCK, AU SABLE CHASM, N. Y.

THE ADIRONDACK MOUNTAINS.

IN crossing Lake Champlain, and while following its eastern shores on the railway, the traveller is constantly in sight of the mysterious wild region of northern New York. The line of blue summits against the western sky is in the heart of this region, and any one who is acquainted with the mountains can readily point out *Tahawus*, *Whiteface*, and others of the great mountain brotherhood, which watches over the country from Ontario to the Green Mountains. This wilderness is nearly a hundred miles in diameter, and is nominally divided into several tracts, such as *The Saranacs*, the *Chateaugay*, etc. The *Adirondacks* are, properly, the mountainous region occupying the eastern part of the wilderness, but the name is often used in referring to the whole uninhabited district. Notwithstanding the numerous hunters and fishermen who annually go into the woods, game and fish are still abundant. Deer are protected by law during the breeding season, and, as their natural foes the panther, the bear, and the wolf, are outlawed by common consent, they are rather increasing in number. They are, however, becoming very shy, and much caution is necessary in hunting them.

The whole Adirondack region is intersected and diversified by a network of lakes and streams, which render it picturesque and beautiful in an almost unequalled degree. These systems of water communication afford very convenient means of transit for hunters and pleasure-seekers, the lakes being connected by streams, in some cases navigable for batteaux, and in others broken by falls and rapids, around which boats and luggage must be carried.



SENTINEL AND TABLE ROCK, AU SABLE CHASM, N. Y.

Iron is found in large quantities among the mountains and some of the most accessible beds of ore are profitably worked. Marble is also found, of a valuable quality. It is probable that a large portion of this tract will always be wild and almost uninhabited, save by the hunter or pleasure-seeker, for it is so inaccessible that the traffic which invites a large population could hardly ever reach its central portions, even if the land were sufficiently fertile and easily cultivated to invite settlers.

The wilderness may be easily reached from Plattsburg by several different routes, partly by carriage-roads and partly by boats, which latter will convey the tourist to almost any part of the woods which he wishes to visit. Another favorite route to the woods is from Port Kent, whence stages convey the tourist to Keeseville, Au Sable Forks, and the Saranac Lakes, whence by boats and "carries" he can penetrate to the heart of the wilderness.

MEMPHREMAGOG HOUSE.



NEWPORT, Vt.

BUCK & ROBINSON, Proprietors.

This first-class and finely-appointed house is now open for the season. Has ample accommodations for 300 guests. This section possesses all the remedial features so much desired by hay fever and asthmatic sufferers. Beautiful lake and mountain scenery.

The view from the piazzas of the hotel is enchanting. Rooms large or small, and rooms *en suite* may be secured by early application. The Proprietors will spare no efforts to maintain for the house its well-known reputation.



HORSESHOE AND BIRMINGHAM FALLS,
AU SABLE CHASM, N. Y.



THE BASIN, AU SABLE CHASM, N. Y.

CONNECTICUT AND PASSUMPSIC RIVERS RAILWAYS.

White River Junction to Derbe, 110 miles.

This railway is an important one, extending as it does through the beautiful valleys of the Connecticut and Passumpsic Rivers, from White River Junction to North Derbe on the Canada line, where it connects with the Massawippi Railroad to Sherbrooke and points north. It connects at White River Junction with trains to and from New York over the Central Vermont and Connecticut River Railroads, via Springfield; with trains to and from Boston over the Northern N. H. Railroad, via Concord, N. H.; with trains to and from Montreal over the Central Vermont Railroad, via Montpelier, Vt., and with trains to and from Woodstock, Vt. At Wells River it connects with the Boston, Concord, Montreal and White Mountain R. R. (see pages 74 and 107), and with Wells River and Montpelier Railroads. At St. Johnsbury it connects with the Portland and Ogdensburg Railroad; and at Newport, in summer, with steamer "Lady of the Lake," on Lake Memphremagog for Magog, Canada, where stages run for Sherbrooke, on the Grand Trunk Railroad. At Newport, also, connection is made with the South-eastern Canada Railroad to Richford, 73 miles, and thence to Montreal.

NORWICH AND HANOVER,

Windsor Co., Vt., 148 m. fr. Boston.

Soon after leaving the Junction we cross the limpid White River near its mouth, and our course is through the rich and beautiful Valley of the Connecticut.

Norwich village is about three-fourths of a mile west of the station, surrounded by high hills and romantic scenery. It is the seat of the Norwich University, founded in 1834, the main building of which was burned in 1866.

Hanover is directly opposite, in New Hampshire. A bridge connects it with Norwich, and is the only free bridge across the Connecticut. It has a fine situation on an elevated plain, 180 feet above the level of the river. In the centre is a square of about

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twelve acres, around which stand the principal dwellings and the buildings of Dartmouth College. This institution was founded in 1769, and received its name from William, Earl of Dartmouth. Here some of America's greatest scholars and statesmen received their early education, among whom are the names of Webster, Choate, Woodbury, and Chase. Connected with it is a flourishing medical school.

POMPANOOSUC,

Windsor Co., Vt., 154 m. fr. Boston.

Formerly called Ompompanoosuc, the "Indian name given to a little stream that you cross before reaching the station, and signifying the place where onions are found." Large quantities of copperas ore are sent from this station to Philadelphia and England, from which sulphuric acid is manufactured. North of the station are fine views of Moose Hillock and Bald Mountain.

THETFORD,

Orange Co., Vt., 159 m. fr. Boston.

The village of Thetford is about a mile west of the station.

Lyme is on the east side of the river, in New Hampshire. We pass hastily North Thetford, Orange Co., Vt., 161 miles from Boston, interesting only for the copper mining near, and Fairlee and Orford, 166 miles from Boston, a station near a stream tributary to the Connecticut, and in full view of a huge ledge of rocks on the west, and of Smart's, Cuba and Sunday Mountains on the east.

BRADFORD,

Orange Co., Vt., 173 m. fr. Boston.

Here passengers for Topsham, Corinth, Orange, Washington, and Piermont leave the train, taking stage lines. This is the second town in importance on the route from White River Junction to Newport. White River furnishes good water-power, which is used in manufactories of iron, woolen, starch, etc. Here was manufactured in 1812, the first artificial globe made in the United States. North of Bradford you come in sight of the village of Haverhill, situated on a hill overlooking the valley; and to the east, Moose Hillock, Sugar-Loaf, and Black Mountains appear.

Passing South Newberry we come to

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NEWBURY,

Orange Co., Vt., 180 m. fr. Boston. Town Pop. 2,500.

Is an old town, and one of the most attractive in the Upper Connecticut Valley. The village is on the left of the railroad, upon a terrace nearly 100 feet above the meadows. It is much frequented for its celebrated Sulphur Springs, and the grand and beautiful scenery it commands, which resembles that from Mount Holyoke, in Massachusetts, in its extent and variety. Mount Pulaski, in the rear of the town, is easy of access. Franconia Mountains are seen in the distance to the north-east, and on a clear day the Notch, through which tourists pass to the White Mountains. The Great Ox Bow is north of the village, where the river makes a sharp turn out of a direct course to the east, and then by another, equally abrupt, to the west, pursues its way southward, bounded by magnificent meadows.

WELLS RIVER.

Orange Co., Vt., 184 m. fr. Boston.

At the mouth of the Wells River is a pleasant village of considerable activity, containing a bank and various manufactories, for which the Wells River affords a good water-power. It is the junction of the Boston, Concord and Montreal Railroad with the Connecticut and Passumpsic Rivers Railroad, and with Montpelier and Wells River Railroad.

RYEGATE,

Caledonia Co., Vt., 188 m. fr. Boston.

Soon after leaving Wells River, the blue summits of the White Mountains are hidden by intervening hills, and we reach Ryegate, a town of about 1,000 inhabitants. A seat on the east side of the car will enable the traveller to enjoy a series of the most charming river views imaginable. The first of these is seen soon after leaving the station.

McINDOE'S FALLS,

Caledonia Co., Vt., 192 m. fr. Boston.

Just south of the station are the falls giving the name to the station, and a fine water-power for a large business done here. Soon the railroad emerges from a cutting upon lovely river views. Close at hand is a picturesque, rock-bound cove, across whose entrance is stretched a boom, within which large quantities of logs may often be seen awaiting their turn to furnish food for the

mills below. A few miles further on, we pass Beard's Falls, similar in character to those we have just seen, and before long leave the valley of the Connecticut, which may be seen opening through the hills to the eastward. Opposite to the railroad, at this point and below, several large islands will be noticed. They are said to be twenty-one in number. One of them, "Gold Island," was vainly searched, some years since, for treasure supposed to have been buried by Indians. The treasure still remains concealed. Above these islands is the foot of "Fifteen Mile Falls." The foam-flecked water is, however, the only evidence of falls to be seen from the cars. The mouth of the Passumpsic River may now be seen east of the railway. At this point we enter a more rugged and mountainous region than that through which the road has thus far passed.

Just naming Barnet, Norrisville, and Passumpsic, we come to

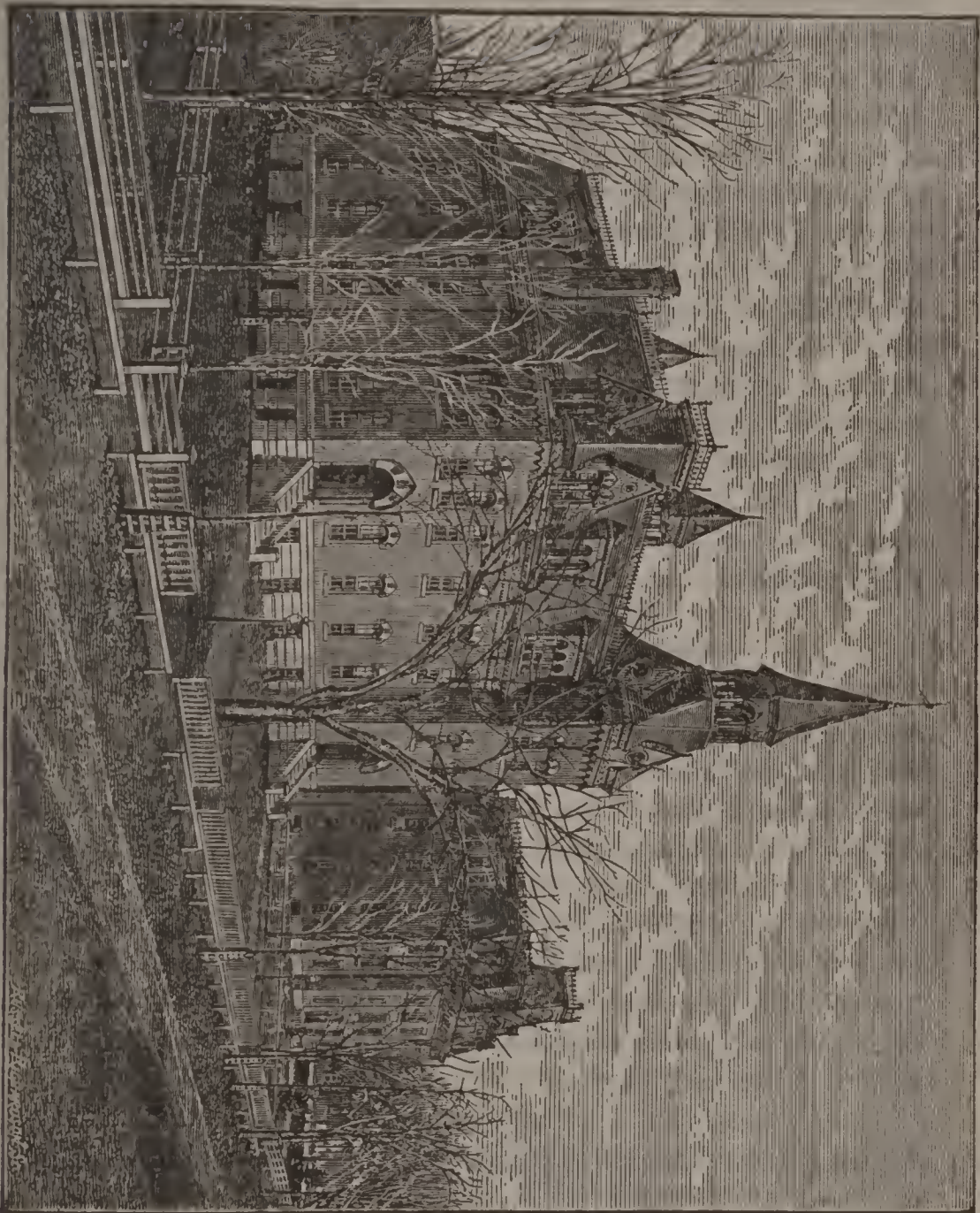
ST. JOHNSBURY,

*Caledonia Co., Vt., 205 m. fr. Boston. Pop. 4,000. HOTELS—
Passumpsic and St. Johnsbury. Stages to North Danville and
Waterford.*

This beautiful shire town is situated near the union of Sleeper's River with the Passumpsic. It is scattered over several hills and valleys, and is the most important place in this part of the State. The principal street and most important buildings are upon a level space known as the "Plain." The Court-House is a large and handsome structure of brick, standing in a shaded square, which occupies the summit of a slight eminence.

Directly in front of the Court-House stands the recently erected Soldiers' Monument. It consists of a massive pedestal of Vermont marble, on the sides of which are carved the names of eighty-one men from St. Johnsbury, who lost their lives in the army during the late war. This pedestal is surmounted by a statue of America, by Larkin G. Meade, the well-known sculptor. Not far distant is a new library building, erected by the liberality of Horace Fairbanks.

The St. Johnsbury Academy, presented to the town by Mr. Thaddeus Fairbanks, is reputed to be the best equipped school building in Vermont. The building cost \$50,000, and was dedicated October 31, 1873. The style of architecture is the Nor-



ST. JOHNSBURY ACADEMY, St. Johnsbury, Vt.

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man-Gothic. The institution is ably conducted by its present principal, the Rev. H. T. Fuller, an efficient teacher and excellent gentleman.

All through the village, and particularly in the southern part of it, are comfortable and elegant houses, surrounded by tasteful gardens and pleasure-grounds. Conspicuous among these are the dwellings of the Messrs. Fairbanks, of the great scale company, to which St. Johnsbury owes much of its wealth, prosperity, and beauty. The scale factory is situated on Sleeper's River. The invention, which gave a start to this great business, was made by Mr. Thaddeus Fairbanks, in 1829, and was soon after patented. Now Fairbanks' scales are known and used all over the world. Besides the scale factory, St. Johnsbury contains file-works, founderies, and manufactories of sashes, blinds, and furniture.

The Portland and Ogdensburg Railroad runs through this town. A view from Reservoir Hill repays one for the ascent, with a rare picture of grand mountains, quiet rivers, fertile hills and vales, utilized by labor and beautified by art.

ST. JOHNSBURY CENTRE,

Caledonia Co., Vt., 207 m. fr. Boston.

This is a small village in an agricultural region, built principally along the left bank of the Passumpsic River, on the right bank of which is the railroad. About two miles beyond the station a white wooden house may be seen on the right of the track, in front of which stands a large elm tree. This tree was planted by Mr. Elkanah Cobb, a soldier of the Revolution and of the war of 1812. When returning from the battle of Plattsburg, Mr. Cobb cut a sapling, and on reaching home set it out in his door-yard. The sapling took root, and grew into the noble tree which now overshadows the old soldier's former home, and serves as a memento of the early days of the Republic.

LYNDON,

Caledonia Co., Vt., 213 m. fr. Boston. Town pop. 2,500. Stages daily to Wheelock, Sheffield, and Island Pond; connect with mail train.

This town was surveyed before any of its neighbors, and was laid out in a square. Its soil is fertile, and very productive. There are three villages, through or near all of which the railroad

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passes. The southernmost is Lyndon Corners, that further west is Lyndon Centre, and that at the station is Lyndonville. At this latter village are the general offices and repair shops of the Connecticut and Passumpsic Rivers Railway.

In the southern part of the town are the Great Falls in the Passumpsic, 65 feet in height; and a mile above them Little Falls, 18 feet in height. Both of these may be partially seen from the car windows. A fine view of Burke Mountain, 3,500 feet high, may be obtained from the hill near the station.

Passing Folsom's, 215 miles from Boston, we come to West Burke, 221 miles from Boston, where stages leave for Lake Willoughby, six miles distant, between two high mountains which rise abruptly from the water. The lake is so deep that no trustworthy measurement has as yet been made. Trout abound in its waters, and the scenery from almost any part of its surface is enchanting beyond description. The Willoughby Lake House has accommodations for about 100 guests.

So peculiar is the charm of this lake and valley between the Willoughby Mountains, that few turn their backs upon it, to return to the every-day world, without a feeling of regret.

SOUTH BARTON,

Orleans Co., Vt., 229 m. fr. Boston.

This station is called the Summit, being near the dividing ridge between the Connecticut and the St. Lawrence. At this station a superb view opens of the Jay Peak range, and of the mountains around Lake Memphremagog. Jay Peak may be known by its very sharp summit, which is 4,000 feet high. The broad valley, with its lakes and woods, bounded by towering hills and mountains, forms a picture which excites the traveler's admiration.

Barton, 234 miles from Boston, named after Gen. William Barton, of Rhode Island, to whom it was granted in 1781, is a village just at the lower end of Crystal Lake, whose surplus waters are here used for various mills. This was the scene of a great disaster in 1810, occasioned by the draining of Long Pond into Mud Pond, the source of Barton River, overflowing it and causing the loss of much property along its course. Stages for Hardwick and Glover leave daily.

We pass Barton Landing, 239 miles from Boston, said to have

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formerly been a place for smugglers, through woods to the upper end of Lake Memphremagog, which is here little more than a stream. Then Coventry, 244 miles from Boston, originally settled by people from Coventry, Connecticut. Barton and Black Rivers here furnish water power for a few mills and factories.

NEWPORT.

Orleans Co., Vt., 249 m. fr. Boston. Town Pop. 2,200. HOTEL—Memphremagog House. Stages daily to North and South Troy. Tri-weekly to Charleston.

Newport is beautifully situated on a gentle sloping hillside, near the southern end of Lake Memphremagog, and at one of the pleasantest parts of the whole lake. The "Memphremagog House" is by the side of the track, and, in fact, contains the station. It is an excellent hotel, and its piazzas command an unsurpassed view of the lake and mountains. Here is the best place for the traveler to make his headquarters while in the vicinity of the lake. All the places of interest can readily be reached either by land or water. The visitor should ascend Prospect Hill, which is only a few minutes' walk from the hotel. From thence he will obtain an excellent general idea of the lake and its surroundings. Pickerel Point and Newport lie close at hand in the view, and the lake stretches beyond.

Connections at Newport are made with Montreal by the South-Eastern Canada Railroad; via Richford and St. John's, or by steamer over Lake Memphremagog to Magog, thence by stage 16 miles to Sherbrooke on the Grand Trunk Railroad; or by the Mississippi Valley Railroad; to Sherbrooke and thence via Richmond to Montreal and Quebec.

LAKE MEMPHREMOGOG.

Lake Memphremagog, or "Magog," as it is called by the neighboring inhabitants, has been a popular place of resort for many years, and was well known even before the railway was built. Increased facilities of travel and excellent hotel accommodations have combined to render the lake a very attractive place of sojourn for tourists and pleasure-seekers. The lake is 30 miles long and averages about 2 miles in width. It extends in a curve

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following the mountain range from Coventry Vt., to Magog, Canada. About one-third of the lake is in Vermont.

The iron steamer "Lady of the Lake," Capt. Fogg, makes daily trips down the lake and back, leaving Newport at 7.15 A.M., and returning in time for supper. As almost every one who remains a few days at Newport desires to takê this excursion, we will indicate some of the principal points of interest as seen from the steamer, so that they can be recognized by the stranger. As the boat leaves her wharf at Newport and heads down the lake, the nearest prominent hill on the left is Bear Mountain. Beyond and over is the ragged summit of Owl's Head. The point on the right is Indian Point; the two coves on the left are Adams Bay and Potton Bay. On passing Indian Point, two islands will be seen ahead. These are known as The Twin Sisters; between them may be seen the village of Stanstead, in Canada; the large island further down the lake is Province Island; it contains about 100 acres of excellent land, and is cultivated as a farm by its owner, a Bostonian, whose house may be seen on the island. Near this island, and crossing onc end of it, is the Canada Line. An iron post, visible from the steamer, marks the boundary, and a clearing which extends up the mountain shows its direction. The small wooded island near the eastern shore of the lake, is Tea Table Island; the village on the shore to the northward, is Cedarville. Near the mouth of Fitch's Bay, which extends inland in an easterly direction, is an island which contains a quarry of excellent oil-stone.

Owl's Head is now the most prominent object in sight, rising precipitously to a height of 3,000 feet, on the west side of the lake. The Mountain House, a first-class hotel, stands near its foot, and close by is a little wharf, at which the steamer makes regular landings. Persons wishing to ascend the mountain or to enjoy the best fishing on the lake, will do well to stop a few days at this retired and charming spot. The mountain is ascended on foot, the path winding through wild and beautiful forest scenery, and the view from the summit is well worth the labor of the ascent. On the 24th of June, the Freemasons of Stanstead hold an annual "lodge," in one of the ravines on the mountain. Their mystic symbols are painted on a rock to mark the place.

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The liliputian island, across the lake from Owl's Head, is Minnow Island ; further to the north and east is Skinner's Island, which contains a deep cave, formerly used as a hiding-place by one Uriah Skinner, a famous smuggler. The cave, after serving the bold smuggler during his life, was his resting-place in death, and some years after his mysterious disappearance his bones were found by a casual fisherman, whitening in the depths of the cave. Beyond Skinner's is a rock-bound island named Long Island ; on its southern shore, visible from the steamer, is Balance Rock, a large fragment of granite, poised on an angle in a peculiar manner, which can only be well seen by a closer inspection. Still further north is Molson's Island, bearing its owner's name. Along the eastern shore may be seen the summer residences of wealthy citizens of Montreal. The chief elevation on the west shore, near this point, is Mount Elephantis, near whose top is a beautiful little lake abounding in brook trout. The next landing is Georgeville, whence the boat crosses the lake to Knowlton's Landing, where passengers for Montreal leave the steamer and take stages to Waterloo (20 miles distant), the terminus of the Stanstead, Shefford, and Chambly Railway. The rocky promontory north of Knowlton is Gibraltar Point.

No other regular landing is made until we reach Magog, at the lower end of the lake. The scenery to the end is undiminished in beauty, and the view of Mount Oxford, 3,300 feet high, adds greatly to the interest of the scene.

Stages run from Magog to Sherbrooke 16 miles, there connecting with the Grand Trunk Railway for Richmond and Montreal, and for Point Levi on the St. Lawrence River, where a steam ferry connects with Quebec on the opposite side of the river.

MONTREAL.

Quebec Province, Dominion of Canada, 391 miles from New York.

HOTELS.—*St. Lawrence Hall, Ottawa House, Albion, Montreal House and Richelieu Hotel.*

The chief city of British America stands on Montreal Island, at the head of natural navigation on the St. Lawrence River. It was founded in 1640, on the site of an Indian village called Hochelaga, which was visited by French Jesuit missionaries in 1542, nearly a hundred years before a permanent settlement was made. The French held the island until 1760, when it was captured by the British, and has been held by them ever since. The Canadian government was formerly established here, but was removed to Quebec in 1849, in consequence of a political mob which burnt the parliament houses and library. At that time Canada was under the royal government, but it is now more independent and governs herself, with certain restrictions, under the title of *The Dominion of Canada*. Montreal Island is thirty-two miles long and about ten miles broad. Near the city it rises into a considerable elevation known as Mount Royal. The soil of the Island is good, and especially favorable to the growth of pears and apples.

The city is principally built on the level ground between Mt. Royal and the river, along which it extends nearly three miles. The population of the city is about 120,000 and is rapidly increasing. On the high ground near Mt. Royal are many elegant private residences, and a fashionable drive extends around the mountain, bordered by gardens and ornamental inclosures, and affording fine views in all directions. The principal buildings in Montreal are of gray limestone, which is of a delicate neutral tint, very pleasing to the eye. The great number of buildings of this material gives a more solid look to the streets than we are accustomed to in the States. Architecturally, many of the buildings are very fine, especially the new church of the Jesuits. The cathedral of Notre Dame is of great size, and well worth visiting. The view from one of the towers, in which hangs "Gros Bour-

don," the great bell, is very extensive and interesting. Admission may be gained to the cathedral and tower at almost all hours. At certain times, interesting services are performed in the cathedral, at which the nuns of the seminary of St. Sulpice assist. The music at these services is very fine. Many other fine buildings, public and private, may be seen, especially in Great St. James and Notre Dame streets, the two finest business streets in the city. The stranger will take great pleasure in visiting such places of interest as the English Cathedral, Jesuit College, McGill College, Viger Square, the Post Office, New Court House, Bank of Montreal, Bank of British North America, Molson's Bank, Merchants' Bank, Bonsecours Market, Hotel Dieu Hospital, Mount Royal Cemetery, Place D'Armes, Champ de Mars, Bon Parteur Nunnery, and many others. The stone quays of Montreal are an object of interest to every one, and ought to excite a spirit of emulation in New York. The Victoria bridge over the St. Lawrence is a splendid piece of engineering skill, and should be visited. It is the longest bridge in the world, being nearly one and a half miles in length, and is built entirely of iron, over 8,000 tons of which were used in its construction. The Grand Trunk Railway crosses the St. Lawrence river upon it, and passengers going to or from the States pass over it. A pass to go upon the bridge may be obtained at the office of the Grand Trunk Railway. The trip to Lachine Rapids is one of the most interesting excursions from the city. By driving to Lachine, about nine miles, and taking the steamboat which descends the Rapids, the tourist will soon find himself in the midst of exciting adventure, as the bold craft reels and dashes down the stream and shoots unharmed upon the placid waters below. The trip is full of pleasant excitement, and has a spice of danger about it especially pleasing to the Anglo-Saxon temperament.

The business houses of Montreal are worthy of the reputation which enterprise, integrity, long experience, and substantial financial basis have given them. Many of them are found on St. James and Notre Dame streets, and others in different parts of the city. Prominent among these is the Jewelry House of Savage, Lyman & Co., Nos. 226 and 228 St. James street.

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The hotels of Montreal worthy of the patronage from the States are St. Lawrence Hall, Ottawa House, Montreal House, the Albion House and the Richelieu Hotel. St. Lawrence Hall situated on St. James street, in a central part of the city, is the largest, and is kept in very good style, at moderate prices. It has been patronized by the Government on all public occasions, and is the residence of the United States Consul. It is kept more in the style of English hotels than any hotel in Montreal, and is managed by Mr. J. T. Burkholder, for Mr. F. Geriken, the Proprietor.

The Ottawa House is situated on Great St. James' and Notre Dame streets, and is kept by Messrs. Brown & Perley. It is a very good house, and has modern furnished rooms, and affords an excellent table on the American plan. Tourists will find this a very congenial and well-conducted hotel.

The Montreal House is situated on Custom-House Square, one of the pleasantest places in the city. The house has a frontage of 220 feet on Custom-House Square and 100 feet on Commission street, with entrance on both streets, and overlooks the St. Lawrence River and the extensive shipping of the port of Montreal. It is kept by Decker & Morehouse. Mr. Decker is extensively known as a very capable and popular hotel-keeper, and travelers will fare well at this hotel.

The Albion House is a good hotel, on the corner of McGill and St. Paul streets, and has been for twenty years a favorite resort of the general traveling public of the United States when visiting Montreal. It will accommodate nearly 500 guests, and is well supplied with modern conveniences, and commands a fine view of St. Lawrence River and the Victoria Bridge. Its charges are very moderate but its accommodations are equal to those of its higher-priced competitors.

The Richelieu Hotel is a good hotel, kept by I. B. Duroucher, on St. Vincent street, and is the only hotel in Montreal on both the American and European plans. The prices on the American plan are from \$2 to \$2.50 per day, and on the European plan \$1 per day for best furnished room and meals *à la carte*.

RIVER ST. LAWRENCE, FROM MONTREAL TO QUEBEC.

Our choice of courses to Quebec lies between the railway ride of eight hours and the sail down the river by night. We can economize time, strength, and money by the sail. We will, therefore, take passage in one of the splendid steamers of the Richelieu and Ontario Navigation Company's Mail Line. Either the "Montreal" or the "Quebec" makes the passage from Montreal to Quebec every night except Sunday. These steamers are the most elegant in Canada, and approach closely in accommodations the magnificent floating palaces of the People's Line on the Hudson River, and Fall River Lines from New York. With staterooms secured, we are free to move about the boat, dine, watch the scenery, or gaze at the stars, until our weariness invites repose, and we seek Nature's sweet restorer. Before daylight is gone we shall enjoy many miles of delightful river scenery. As we pass out from the wharf, the shores of the military island of St. Helen's—named from the wife of Champlain, the first Governor of Canada, and the founder of Quebec—appears. Just below the island is the village of Longueuil, a favorite summer resort of the citizens of Montreal. At the mouth of Richelieu, the outlet of Lake Champlain into the St. Lawrence, is

SOREL,

a town with about 5,000 population. It was for many years the summer residence of the English Governors of Canada, and here Victoria's father once resided. Immediately below Sorel the river widens into a lake called Lake St. Peter, about thirty-five miles long by ten miles wide. This is shallow, except in a narrow channel; and in a storm its waves become very turbulent, and engulf the unfortunate rafts exposed to its fury. Half-way to Quebec is the port of

THREE RIVERS,

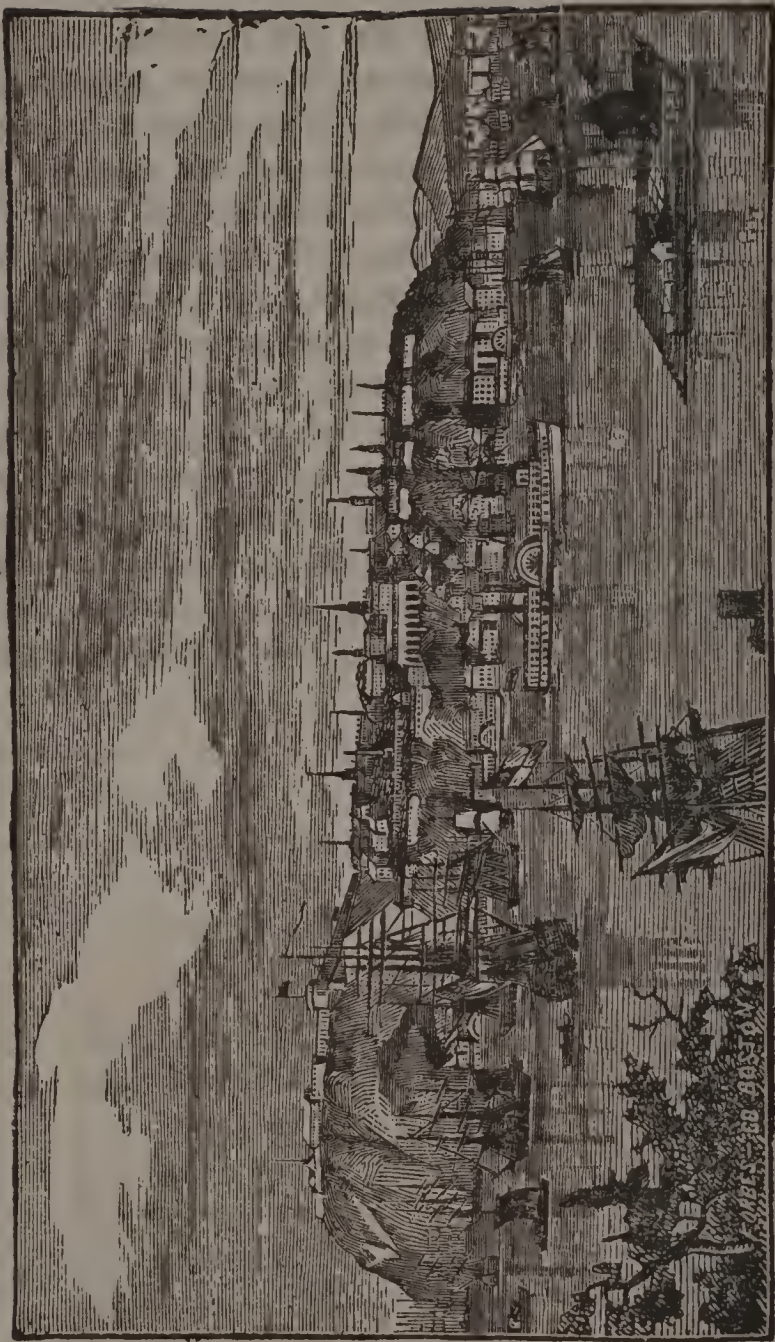
at the confluence of the St. Maurice and the St. Lawrence Rivers, ninety miles from Montreal. This town is one of the oldest settled towns in Canada. It is well laid out, contains many good

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buildings, and a population of 9,000. The celebrated St. Maurice Forges, near the town, have been in operation more than a century.

BATISCAN,

a village of little importance, is the last stopping place before reaching Quebec. Seven miles above Quebec we pass the mouth of the Chaudière River on the right. The celebrated Chaudière Falls are a short distance up this river, and are annually visited by a large number of tourists. The Falls are 125 feet high, the river being 400 feet wide, studded with forest-covered islands, which make a picturesque and beautiful scene. The banks of the St. Lawrence present little variety as we proceed. The villages are French, the buildings being small, the better class painted white or whitewashed, and having red roofs. As we approach Quebec, we first behold the tin-covered spires of the Catholic churches. In the river, we see the shipping and the frequent rafts lying at rest in the coves, awaiting shipment to different parts of the world. Passing the frowning rock-walls of the citadel, we touch the pier and are speedily ashore and breakfasting.



CITY OF QUEBEC.

QUEBEC.

HOTEL—*St. Louis.*

The Gibraltar of America, and the only walled city on the Continent, is situated at the confluence of the St. Charles and St. Lawrence Rivers, 400 miles from the Gulf of St. Lawrence, and 180 miles from Montreal. It is the second city in the Dominion, and was until recently the capital of United Canada.

Quebec has about 70,000 inhabitants, chiefly engaged in handling and exporting lumber, of which some \$6,000,000 worth a year is sent away. It has also a fine export trade in grain, and, being the terminus of transatlantic shipping, it is a depot of immigration. The city is nearly in the form of a triangle, bounded by the two rivers and the "Plains of Abraham," and is divided into the Upper and Lower Towns—the former being walled, strongly fortified, and standing partly on a bluff 350 feet high; the latter being built on the narrow strip of land between the cliffs and the river. The suburbs of St. John's and St. Roche's extend along the St. Charles to the "Plains of Abraham." The houses are mostly built of cut stone, and severely plain. The streets are narrow, and often steep, and are said to follow, in many instances, the foot-paths of the Indian village once on the same site.



THE ST. LOUIS HOTEL

is the prominent and best hotel in the city. It is situated on St.

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Louis Street, in the upper town, near Durham Terrace, Governor's Garden, and many of the principal points of interest in the city. It is a long established and favorite house, complete in all its arrangements, efficient and liberal in its management, affording to its guests all wished-for accommodations. The location is central, near the delightful and fashionable promenades and terraces of this grand old city. The management is the best, and substantial plenty and commendable neatness in every department are characteristics of the house. The accommodations are for five hundred guests, and, with the recent enlargements and improvements, the most exacting cannot fail of satisfaction. Carriages at reasonable rates for the tour of the city and surroundings may be had at the hotel, and valuable information regarding the attractions within and around the city.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area within the fortifications is more than forty acres, and the line of fortification around it and the Upper Town is about three miles long. Formerly there were five massive gates to the town, two of which remain.

The churches, convents, colleges, and public buildings of Quebec will interest strangers. Among the Roman Catholic churches they will wish to see the Cathedral and the adjoining Seminaries, fronting on the Upper Town Market Place. This is very large, seating 4,000 persons; unpretentious outwardly, it is inwardly handsomely fitted up. The Cathedral and Seminary Chapel have many fine paintings of the old masters well worth inspection. These churches and institutions of mercy and learning in Quebec have become rare picture galleries. Permission to visit them and catalogues will be given, on application, at proper hours. St. Patrick's, St. Roch's, St. John's, The Church of Notre Dame des Victoires, with its pictures by Vandyke, are all worth visiting. The Hotel Dieu, both hospital and church, built mostly in the seventeenth century, has fine paintings. It has thirty or forty nuns, and the hospital is free to the sick and infirm of any sect, with attendance of the best doctors in the city. The Gray Nunnery near St. John's Church, and the Black Nunnery near St. Roch's, will interest the stranger. At the Ursuline Convent, a very old building, there are forty nuns, devoted to teaching girls,

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and also to working in embroidery, painting, etc. The parlor and chapel are open to visitors. In the latter are some good paintings. The General Hospital is an extensive pile of buildings founded in the seventeenth century, and conducted by forty or fifty nuns of St. Augustine. The Laval University is second to none on this continent in its museum of Huron antiquities, its collection of Canadian birds, its library, its fine scientific instruments, and its extensive and comprehensive curriculum. It is adjoining the seminary whose chapel, mentioned above, has the celebrated paintings of Champlain and others.

Among the Protestant churches the English Cathedral is the largest, accommodating about 4,000 people. It is a handsome structure, neatly fitted up. The monument of Jacob Mountain, D. D., first Anglican Bishop, is in the church. King George is said to have expressed a doubt, in the presence of Dr. Mountain, as to whom to appoint bishop of the new See of Quebec. The Doctor replied, "If your majesty had faith, there would be no difficulty." "How so?" said the king. Mountain answered, "If you had faith, you would say to this Mountain, 'be thou removed into that See,' and it would be done." The witticism won him the appointment. There are many other churches and public buildings worthy of mention.

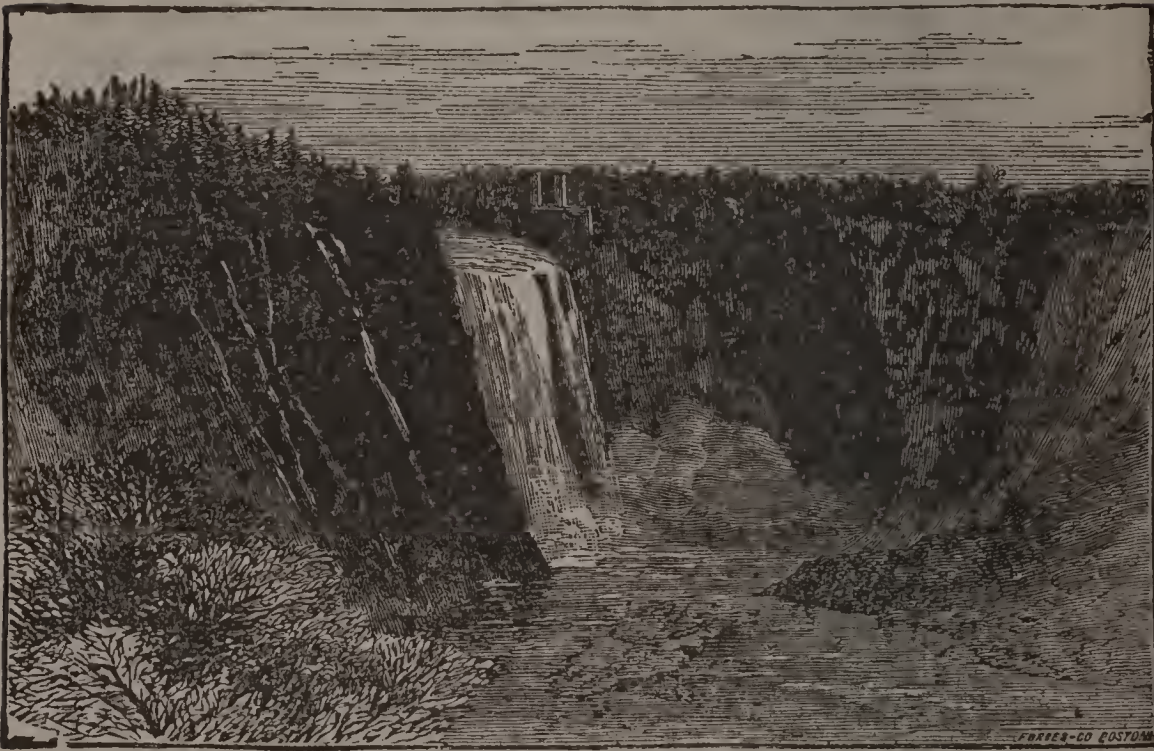
Durham Terrace, in the Upper Town, is a platform commanding a splendid view of the river and the Lower Town, as well as Point Levi and the bold peaks of the Laurentian Range. The Terrace is the favorite promenade of the citizens. The monument erected to the memory of Wolfe and Montcalm in the Public Garden is chaste and beautiful in design, 65 feet high, and should be seen by strangers. The Place d'Armes and the Esplanade are open pieces of ground, beautiful and well worth a visit. We have room only to mention the Court-House and City Hall on St. Louis Street, the Gaol, St. Ann Street, Upper Town, the Marine Hospital on the river St. Charles, capable of accommodating 400 patients, the Lunatic Asylum at Beauport, two and a half miles from the city, and the Music Hall.

Every step in this city seems to be over a tradition, or a history. Every wall and tower seems ancient. Indeed the seventeenth century is here largely transformed into the nineteenth. The

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quaint style of vehicles and very many of the customs of the people have come down from the long-ago. Yet here is a city of thrifty, busy, contented people. Living is cheap here. Protected from enemies by its scowling defiant fortresses and rocks, rich in one of the best harbors on the continent, with her piers loaded with the commerce of all nations, Quebec enjoys a position among the cities of the continent, unique and interesting.

Many places of interest and many fine drives are in the neighborhood. Among these we mention Cap Rouge, nine miles from Quebec, reached by the Grand Allée. On the drive we pass a monument near the toll-gate; the inscription says, "Here died Wolfe victorious." The Plains of Abraham are on the south, and the scene of the battle on either hand. Many objects of interest are along this route, and the whole distance is lined with fine old villas of the Canadian aristocracy. Returning from Cap Rouge



FALLS OF MONTMORENCI.

by another route, the tourist is treated to varied but equally interesting sights. Indian Lorette, nine miles from Quebec by the Little River Road, is an ancient village of the Hurons, in whom Indian blood predominates, and who hunt, fish, make bead-work

moccasins, etc., and live a rude but religious life. The Lorette Falls are near the village, and a few miles inland are the Beauport and St. Charles Lakes, the latter famed for its red trout and remarkable echoes.

One of the principal drives is to the Falls of Montmorenci, eight miles from the city. We cross the St. Charles River—notice in succession the extensive ship building, the curious market wagons and ponies of the French women, who mostly make the gardens and market their products; the old cottage where Montcalm had his headquarters, and near the scene of the first struggle for the possession of the city; the neat Canadian cottages on either side, with their huge chimneys, out-of-door ovens, and steep roofs—until we reach the Montmorenci River and the field of the battle of Montmorenci. We register at the little hotel, pay the admittance fee, and by a short path reach the Falls, 250 feet high, and 50 feet wide. A solid mass of water rolls over the black bluff of rocks, is shattered into feathery foam, falls like a gossamer veil of beauty into the stream below, and disappears in the St. Lawrence. Small streams on each side, parted strands of light, follow the rocky seams in a delightful tangle down the chasm. A suspension bridge erected over the Falls fell some years ago while a laborer and his family were crossing in a rude cart. The towers stand as monuments of the mournful tragedy. The Falls are in winter the scene of the rare fun of coasting, known in local phrase as “toboggining.” The spray from the river forms lofty cones, down which gentlemen and ladies slide on their “toboggins,” or long, thin, narrow pieces of wood. The Isle of Orleans, reached by ferry, is a point of interest, and should be visited.

Below Quebec are many popular resorts. The Saguenay River, 132 miles below, is a famous river, much frequented by both Americans and Canadians. During the pleasure season, steamers of the St. Lawrence Steamboat Navigation Co. leave Quebec every day except Sunday and Monday, on the arrival of steamers from Montreal. These steamers are elegant and comfortable, thoroughly furnished and carefully handled. On the trip, nine miles from Quebec, we pass the Island of Orleans, sometimes called Isle of Bacchus, from its abundant wild grapes. It is twenty miles long, and at its greatest width six miles wide, very fertile, and dotted

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with villages. Sixty or seventy miles below we pass the mouth of St. Anne River and a village of the same name. About two miles from the village are the Falls of St. Anne, and the scene above the cataract is very grand. The natural scenery of the vicinity is delightful, and the place is frequently visited. Five miles below we pass Grosse Isle, the "Quarantine," a spot full of the wreck of human hopes. Here in one grave the bodies of about 6,000 Irish emigrants lie interred. Ninety miles from Quebec the first landing-place is Malbaie or Murray Bay, a favorite watering-place for the better class of French Canadians. The Lorne House, with its connected cottages, is a comfortable hotel. Steaming across the river, which is twenty miles wide with eighteen-foot tides, with seals, porpoises, and whales playing in its water, we strike Riviere du Loup on the south shore, and the eastern terminus of the Grand Trunk, as it is the western terminus of the Intercolonial Railroad from St. John, Halifax, etc. About six miles pleasant drive from here is

CACOUNA,

the Newport of Canada, where thousands of visitors enjoy sea-bathing in the summer. The temperature of the air is always delightful here. St. Lawrence Hall accommodates 500 guests in large, airy rooms, fitted with every comfort and convenience. Every provision is made for indoor and outdoor amusement. The house commands from its windows and balconies magnificent seaward views; vessels being distinctly visible at a distance at sea. Guests here combine driving, fishing, boating and sea-bathing. The hotel omnibuses meet the trains at Cacouna Station, and the steamers at Riviere du Loup wharf.

Opposite Riviere du Loup, about two-hours' sail, is Tadousac, at the mouth of Saguenay. Here is a fine hotel and sea-bathing. Many handsome villas have been erected here, including one built by His Excellency Earl Dufferin. The place was, from an early period, the capital of the French settlements, and of the chief fur-trading posts. The ruins of a Jesuit establishment are found here; and on this spot the first stone and mortar building erected in America stood, the home of Father Marquette, the explorer of the

SEA-BATHING.



ST. LAWRENCE HALL, CACOUNA, CANADA.

This fashionable Canadian Watering Place is situated on the lower St. Lawrence, 120 miles below Quebec, and opposite the mouth of the far-famed Saguenay River. In the extreme heat of summer Cacouna is remarkable for its bracing air and delightful temperature.

This Hotel has accommodation for 500 guests, the rooms are large and airy, and have been fitted up with every requirement for comfort and convenience. Every provision is made for indoor and outdoor amusement, such as Billiards, Bowling Alleys, Croquet Grounds and Beautiful Lawns. The House commands a magnificent view seaward, inward and outward bound vessels being distinctly visible from the windows and galleries.

The attractions of Cacouna as a summer resort, combining fishing, boating, and sea-bathing, are so generally known that they require no special recommendations.

The Hotel Omnibuses meet the Trains at Cacouna Station, and the Steamers at River-du-Loup Wharf.

The following scale of very moderate prices have been adopted for the season of 1877:

3 months,	-	\$30 per month.	10 weeks,	-	\$35 per month
2 "	-	40 "	6 "	-	45 "
1 "	-	50 "	1 week and over,		\$2 per day.

Transient guest, \$2 50 — Reasonable Rates for Nurses and Children.

For further information apply to

JAMES CREIGHTON, Manager.

NORTHERN RESORTS.

Mississippi Valley. A cluster of pine trees over 200 years old, in the centre of these ruins, marks the spot.



CAPE ETERNITY, Saguenay River.

The Saguenay, the largest tributary of the St. Lawrence, is unquestionably one of the most remarkable rivers on this continent. Its source is in St. John's Lake, which is forty miles long and lies 150 miles from the St. Lawrence, and nearly due north of Quebec. The scenery is wild and romantic in the highest degree, especially in its upper half, which runs through unbroken wilderness, over rapids and falls, so as to be navigable only for the Indian canoe. The lower half has wonderful scenery. The granite shores, the imposing bluffs—some of them towering high in air, and seeming ready at any moment to precipitate their huge mass upon you—the smooth-sided rocky promontories, 600 to 900 feet high, the echoes—all make a picture of awful grandeur that no description can reproduce. Ha! Ha! Bay is the limit of steam navigation, sixty miles from the St. Lawrence. This Bay is a beautiful expanse of water, receding from the river several miles. At the head of it is the village of Grand Bay, the usual resort for those who wish to remain a few days.



ST. LOUIS HOTEL,

St. Louis Street, Quebec, P. Q.

THE ST. LOUIS HOTEL, which is unrivalled for size, style, and locality, in Quebec, is open only during the Season of pleasure travel.

It is eligibly situated near to and surrounded by the most delightful and fashionable promenades,

THE GOVERNOR'S GARDEN,

THE CITADEL,

THE ESPLANADE,

THE PLACE D'ARMES,

DURHAM TERRACE.

which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietors in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this hotel has been thoroughly renovated and embellished, and can now accommodate about 500 visitors; and assures them that nothing will be wanting on their part that will conduce to the comfort and enjoyment of their guests.

THE RUSSELL HOTEL COMPANY,

WILLIS RUSSELL, *President.*

Proprietors.

June, 1877.

1877

TO

1877.

TOURISTS AND PLEASURE SEEKERS

IMPROVED ARRANGEMENT.


RICHELIEU & ONTARIO NAVIGATION CO.'S

LINES OF THROUGH STEAMERS.

Niagara Falls to Montreal, Quebec, White Mountains, Portland, Lake George, Saratoga, New York, Riviere-du-Loup, the River Saguenay, &c., &c., &c.

The Richelieu and Ontario Navigation Company's Steamers comprise the original Royal Mail and the Richelieu Company Lines, with the addition of several new Steamers, thus forming two first-class lines of Passenger steamers, which, for speed, safety, and comfort, cannot be surpassed.

They are the only lines now affording Tourists an opportunity to view the magnificent scenery of the Thousand Islands and Rapids of St. Lawrence, also to the far-famed River Saguenay.

 This route possesses peculiar advantages over any other, as by it parties have their choice of either side of Lake Ontario and River St. Lawrence, between Niagara Falls and Quebec, over the whole or any portion of it, without being obliged to decide when purchasing their tickets, as they are also good by the Grand Trunk Railway. No extra charge for MEALS on the Steamers between Toronto and Montreal.

The only route to the White Mountains by which parties can ascend the far-famed Mount Washington by the carriage road.

American money taken at par for tickets by this line, which can be obtained at most of the principal cities of the United States.

J. B. LAMERE,
General Manager.

E. BARBER,
Agent.

ALEX. MILLOY,
Traffic Manager.

NIAGARA FALLS, N. Y.

MONTREAL.

ST. LAWRENCE HALL,



St. James St., Montreal.

F. GERIKEN, PROPRIETOR,

Successor to H HOGAN.

THE above hotel, unrivaled for size and accommodation in the city, has, during the past winter, been entirely refurnished and renovated. From its central location, it is especially adapted for the convenience of tourists—all the principal places of interest being in close proximity. As an evidence of superiority, it has been patronized by the Government on all public occasions, and by H. R. H. the Prince of Wales, His Excellency the Governor General, His Imperial Highness the Grand Duke Alexis, &c.

The residence of the United States Consul is at this hotel.

Extensive repairs have been made the present season, the Office, Dining-room, and Reading-room having been handsomely frescoed, and the whole house largely refurnished.

J. T. BURKHOLDER, Manager.



OTTAWA HOTEL,

NOTRE DAME ST.

GREAT ST. JAMES ST.

MONTREAL, CANADA.

C. S. BROWNE & J. Q. PERLEY, Proprietors

This Popular First-Class Hotel accommodates
400 Guests.

THE OTTAWA HOTEL covers the entire space of ground running between St. James and Notre Dame Streets, and has two beautiful fronts: the one on the right, in the above cut, represents the front on Notre Dame Street—the other on the left, the St. James Street front.

The House has been thoroughly REFITTED and FURNISHED, with every regard to comfort and luxury—has Hot and Cold Water, with Baths and Closets on each floor. The aim has been to make this the most

UNEXCEPTIONABLE FIRST-CLASS HOTEL IN MONTREAL.

The Manager respectfully informs the traveling public that he intends by constant attention to the wants of his patrons to make this hotel a comfortable home for travelers.

Carriages with attentive drivers, may be had at all times by application at the Office.

Coaches will also be found at the Railway Depot and Steamboat Landings, on the arrival of the several Trains and Steamers.

MONTREAL TELEGRAPH OFFICE IN THE HOUSE.

ALBION HOTEL,



McGill and St. Paul Streets,

MONTREAL, CANADA.

This hotel has for 20 years been the favorite of the travelling public of the United States, as well as of Canada, when visiting Montreal on business or pleasure. McGill Street is the great business thoroughfare of the City, and from its proximity to the principal houses of business, justly entitles THE ALBION to that large and increasing support it is receiving from the commercial class; while from its favorable position it commands a magnificent view of the River St. Lawrence, the Victoria Bridge, Victoria Square, and Mount Royal. It possesses every convenience which the traveling community can require, and we trust that our long experience in the business will give confidence to our friends that they will continue to enjoy at THE ALBION the advantage of a really first-class hotel at second-class prices.

DECKER, STEARNS & MURRAY

MONTREAL HOUSE,



CUSTOM HOUSE SQUARE,
MONTREAL, CANADA.

DECKER & MOREHOUSE, Proprietors.

L. W. DECKER AND GEORGE T. MOREHOUSE.

Is the neatest, coolest, best furnished, most pleasantly situated, and has more front rooms, for its size, than any hotel in the Dominion of Canada.

The hotel has a frontage of 180 feet on the Square and 120 on Commissioners Street, with an entrance on both, located on the high ground overlooking the harbor, and affording a most picturesque view of St. Helen's Island, the projected site of the Royal Albert Bridge, and the river for miles above and below the Victoria Bridge, affording to guests something of interest instead of huge stone and brick walls to look at. As it is situated within a block and a half of the great Cathedral de Notre Dame, and in close proximity to the New Post Office and principal Banks, etc., it is not only by far the most pleasantly, but as conveniently located as any hotel in the City.

The hotel is under the supervision of L. W. Decker, who has withdrawn his interest from the "Albion," in which he did so successful a business for 20 years, and George T. Morehouse, late of Boston, who have determined to make the Montreal House first class in every respect, and the favorite with tourists and pleasure-seekers, and at the same time spare no pains to make it equally attractive to local custom and the general traveling public. It is kept in a manner quite up to any hotel in the city, and at prices not calculated to startle its guests.

RICHELIEU HOTEL,



MONTREAL, CANADA,

Opposite the Court House,

Corner Notre Dame Street.

JUST OPENED.

The above **FIRST-CLASS HOTEL** is the most fashionable, stylish and commodious in the city of Montreal, and the only one kept on the **AMERICAN AND EUROPEAN PLANS**, so long desired by the traveling public. It is situated on the corner of Notre Dame and St. Vincent Streets, opposite the Court House and the new City Hall, in the vicinity of the principal places of business.

As our advertisement has not yet reached all parts of the United States and the Dominion of Canada, we have made great reductions in our rates for the present year, as a safe and speedy manner of advertising the comfort of our Hotel.

OUR PRESENT RATES ARE AS FOLLOWS:

American plan, from \$2.00 to \$2.50 per day.

European plan : Best furnished rooms, from \$1.00 to \$1.50 per day ; restaurant à la carte.

Tourists will find on every boat one of our agents, who will be honored to receive any orders, and make any special agreement with them, to secure them all the comfort required.

One visit is respectfully solicited to convince them of the comfort of our establishment.

ISIDORE B. DUROCHER, Proprietor.



THAYER'S HOTEL,

LITTLETON, N. H.

This house, so long and favorably known, continues to be very largely patronized by White Mountain visitors. Many prefer to rest here for the night after the fatigue of tedious railway travel; others to locate here and *do* the Mountains from this point.

Excellent livery in connection with the house.

Rooms may be secured by early application.

H. L. THAYER, Proprietor.

MONTREAL AND BOSTON AIR LINE

AND PASSUMPSIC RAILROAD.

The great highway for Tourists between Montreal, Quebec, and Lake Memphremagog, White Mountains, New York and Boston.

A glance at the map will show that this is the most direct route for tourists arriving in Montreal and Quebec from Chicago and the West, Niagara Falls and Hudson River, *en route* to the White Mountains, New York and Boston. Upon no other line is there anything to compare with the charming scenery of this whole route. The views of Lake Memphremagog, Lake Winnepesaukee and the White Mountains, are surpassed by nothing in American scenery, and are fully equal to the far-famed Lake and Mountain views of Switzerland.

The route from New York to White Mountains and Quebec, by Connecticut River Line, is 75 miles the shortest, and the scenery of the Connecticut River Valley is unsurpassed. Pullman cars run through to White Mountains.

From Boston this is the shortest route to Wells River, St. Johnsbury, Newport, Richford, Stanstead, Sherbrooke, West Farnham, St. John's, Montreal, Quebec, Toronto, Detroit, Chicago and all points West.

Two through express trains daily between Boston and Montreal, with Pullman cars attached. No change of cars between Sherbrooke and Boston or Springfield.

A large variety of Excursion Tickets by this route at reduced rates can be obtained of

W. RAYMOND,
240 Washington St., Boston.

GUSTAVE LEVE,
132 St James Street, Montreal.

E. P. REACH,
285 Broadway, New York.

T. D. SHIPMAN,
Opposite St. Louis Hotel, Quebec.

E. BARBER,
Niagara Falls.

COOK, SON & JENKINS,
261 Broadway, New York.

Pennsylvania Railway Offices.

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N. P. LEVERING, Gen'l Ticket Agt.

H. E. FOLSOM, Supt.

THE PAVILION,



Lake Winnepesaukee, WOLFEBORO, N. H.

Finely located on a slight elevation commanding the grandest lake and mountain views. With its spacious grounds, quiet surroundings and perfect system of drainage, it is a most delightful resort.

It has all the usual amusements of summer resorts, including music, billiards, bowling, bathing, and boating, with most excellent fishing. The largest first-class hotel in the lake region, with accommodations for 250 guests. Transient rates reduced to \$3 per day.

Address by mail or telegraph,

I. N. ANDREWS, Manager.

LINCOLN HOUSE,



Cor. Main and Elm Streets,
WORCESTER, MASS.

GEORGE TOWER, . . . Proprietor.

This excellent House is the most centrally located of any in the city.

TERMS.—\$2.00, \$2.50 and \$3.00 per day, according to location of rooms.

Proprietor also of TOWER'S HOTEL, the popular seaside resort, Falmouth Heights, Mass.

WAUKEAG HOUSE,

SULLIVAN, ME.

WHITE BROS., Proprietors.

This entirely new and finely appointed house will open about June 20th. The Waukeag has a location commanding a full view of Mt. Desert, and offers superior facilities to those who may wish to enjoy sea shore and country. Game may be found in abundance. The dun deer here slakes his thirst in the crystal streams where abound the salmon trout. Also clams, lobsters, and salt-water fish in variety. The region is wild and picturesque, and lovers of art will here find a most congenial spot. The Waukeag has accommodations for about 100 guests, and is intended in every respect as a first-class hotel. Rooms, large or small, and rooms *en suite*, may be secured by early application.

Terms \$1.50 to \$2.00 per day, according to location. Liberal terms by the week or season. The Waukeag may be reached by steamer Ulysses, leaving Rockland Tuesdays, Thursdays and Saturdays, at 10.30 A.M. Also by stages from Bangor.

FREEMAN HOUSE,

South West Harbor, Mt. Desert, Me.

JAMES R. FREEMAN, Proprietor.

This long established and well-known house will open about June 15.

The house has accommodations for about 75 guests, is situated within two minutes' walk of the shore, and commands an entire view of all the points of interest of Mt. Desert. Daily mails and telegraphic facilities. A boiling spring of the purest water supplies the house. Trout, deep-sea, and pond fishing, within easy reach. Safe and commodious yachts at reasonable prices. No efforts will be spared to make this house a most comfortable home for those who may wish to escape the dust and heat of summer, and recuperate in this romantic region.

Terms very reasonable. Apply to Proprietor as above.

LYNDE HOTEL,

GEO. A. LYNDE, PROPRIETOR, ROCKLAND, ME.



This first-class and finely-appointed Hotel is pleasantly and desirably located in the beautiful village of Rockland, Me., and affords for the traveling public, scenery, comfort, drives, and facilities for tourists not excelled in New England.

A fine Livery connected with the house. Coaches at the Steamboat Landing and R. R. Station.

THE RODICK HOUSE,

DAVID RODICK & SONS, Proprietors,

Bar Harbor, Mt. Desert, Me.,

Has been enlarged by the addition of fifty large, airy sleeping-rooms (superior to any at Bar Harbor), new parlors, hall for dancing, new dining-room, new office, and many other improvements for the comfort and convenience of its guests.

This house is situated on the highest land in the centre of the village of Bar Harbor, three minutes' walk from the steamboat wharf, and is the most commodious hotel at Mt. Desert. The view from its piazzas, sleeping rooms and lookout rooms in the towers is unsurpassed—commanding a most extensive and uninterrupted view of the Bay, Islands, Mountains and Ocean—and overlooking the entire village of Bar Harbor.

Rooms, large or small; rooms *en suite*, and rooms with private parlor attached, can be obtained at this hotel.

Terms, \$1.50 and \$2.00 per day, according to location of rooms.

Liberal terms by the week or season. Address for further particulars, Proprietors, as above. Telegraph office and daily mail.

NATIONAL HOUSE,

HAYMARKET SQUARE, (terminus of Washington St.,)
opposite Boston and Maine Railroad Depot,

B O S T O N .

GOOD SAMPLE ROOMS for COMMERCIAL TRAVELERS.

Terms, \$2.00 per Day.

NEWLY FURNISHED. EVERY COMFORT. SUPERIOR TABLE

Located conveniently to the "Boston & Maine," the "Eastern," and the "Fitchburg" Railroad Depots, and all places of amusement. Horse-cars to all parts of the city pass immediately in front of the Hotel

JOHN CLAPP, Supt.

SPRINGFIELD

Fire and Marine Insurance Co.

INCORPORATED 1849.

CHARTER PERPETUAL.

NO MARINE RISKS TAKEN.

Capital,	-	-	-	-	-	\$750,000.00
Cash Assets,	-	-	-	-	-	1,500,000.00

DWIGHT R. SMITH, Pres't.

S. J. HALL, Sec'y.

A. J. WRIGHT, Treas.

BIGELOW, COIT & PECK, Agents,	-	-	-	-	NEW YORK.
ALEX. W. WISTER, Agent,	-	-	-	-	PHILADELPHIA.
REED & BROTHEER, Agents,	-	-	-	-	BOSTON.

Agencies also in all the principal Cities and Towns in the country

A. J. HARDING, Gen'l Agt.

Western Department,

Chicago, Ill

A Delightful Summer Resort among the Green Mountains.



THE BROOKS HOUSE, BRATTLEBORO, VT.

(The Half-Way House between New York and the White Mountains.)

TO SUMMER TOURISTS.

VERMONT, as is shown by its statistics, is the healthiest State in the Union. The purity of its air and water, and the grandeur of its scenery, have always made it a favorite resort of the tourist.

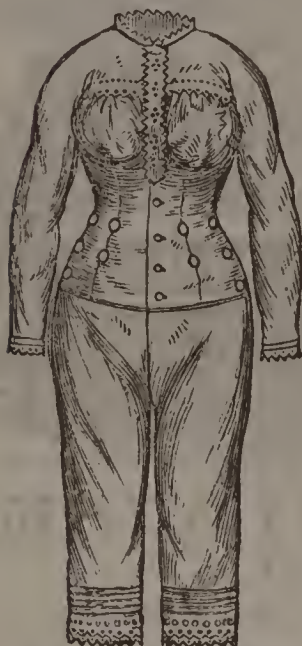
BRATTLEBORO, on the banks of the Connecticut, is pronounced by experienced travelers to stand unrivaled in natural and enjoyable attractions. Long a favorite Summer Resort the thousands of visitors, from all parts of the country, who have thronged here during the summer and autumn months for health and pleasure, will bear witness to its beautiful and varied landscapes, its charming drives and walks, and its delightful health-giving climate and pure water. Surrounded by hills and mountains, its scenery is grand and picturesque; and new drives may be enjoyed for weeks, over roads winding along the banks of swift-running brooks, through groves and over hill-tops, within a radius of a dozen miles, each with its distinctive features of interest and beauty.

THE BROOKS HOUSE, which was opened on the first of June, 1872, is situated at the corner of Main and High Streets, and is within three minutes' walk of the depot, and but five hours by rail from Boston, and seven from New York. It is provided with all the modern improvements, and no expense has been spared in furnishing, to make it a pattern home for city families.

The building, which has cost \$150,000, is of a modern style of architecture, three stories high, surmounted by a French roof and towers. The length on Main Street is 175 feet, and on High Street, 120 feet, while the depth is 70 feet. The building thus forms nearly a right-angle, whose total length is almost three hundred feet. A spacious veranda, 90 feet in length, fronts the centre on Main Street, beneath which is the main entrance of 20 feet front, and 70 feet depth. The Parlors, Dining Rooms, and Sleeping Apartments, are all spacious, handsomely furnished, and arranged for the complete accommodation of guests. All the rooms are in telegraphic communication with the office, are heated by steam radiators, and are mostly arranged in suits, parlor and bedroom adjoining. The stabling is ample. A fine livery stable is connected with the house. Most liberal terms made with permanent boarders for one month or for the season.

The Largest and Best Assortment of
HYGIENIC UNDERGARMENTS
For Ladies and Children.

OBTAINED HIGHEST AWARD AT CENTENNIAL.



Union Under-flannels, Emancipation Suits,
Emancipation Waists, Dress Reform Corset
Waists, Chemilettes, Skirt Suspenders,
Stocking Supporters, &c., beside a
great variety of other articles for
THOSE DESIRING TO DRESS HYGIENICALLY.

AGENTS WANTED.

Address Mrs. H. S. HUTCHINSON,

6 East 14th Street, New York.

SEND FOR CATALOGUES AND PRICE LISTS
LIBERAL DISCOUNT TO THE TRADE.

MONTREAL, QUEBEC, HALIFAX, ST. JOHN,
AND
THE PROVINCES.

MOUNT DESERT, and all Points of Interest on the Maine Coast.

RICHARDSON AND RANGELY LAKES!!

DIRECT LINE BETWEEN NEW YORK & PORTLAND,

***TOUCHING AT VINEYARD HAVEN (Martha's Vineyard), the popular
Camp Meeting Resort.***

! Maine Steamship Co's Steamers Eleanora & Franconia,

Will, until further notice, leave Pier 38, East River, New York, every **MONDAY**
and **THURSDAY** at 4 P.M., and Franklin Wharf, Portland, same days at 6 P.M.

The Eleanora is a new steamer just built for the route, and both she and the
Franconia are fitted up with fine accommodations for passengers, making this the
most convenient, comfortable and economical route for above points.

The sail through Long Island Sound by daylight is delightful. Patronize this
line, and thus avoid the dust, heat, and tedium of railway travel. Passage, with
State Room, \$5.00. Meals extra.

HENRY FOX, Gen'l Agt., Portland, Me.

J. F. AMES, Agt., Pier 38, East River, New York.

T R O W ' S
Printing and Bookbinding Company,

ELECTROTYPING & STEREOTYPING.

205-213 EAST TWELFTH STREET,
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NEW YORK.

They are constantly adding improvements, both in the

BINDING AND PRINTING DEPARTMENTS,

And offer to Publishers facilities unequalled in this country

FOR THE

Rapid and Accurate Production of Books.

ALL ORDERS FOR

J O B P R I N T I N G

Promptly attended to.

Estimates for Binding or Printing furnished on application.

COZZENS' HOTEL.—*Cozzens' Landing, West Point, N. Y.*

GOODSELL BROTHERS, *Proprietors.*

This elegant and favorite summer resort stands on a commanding eminence on the west side of the Hudson, 250 feet above the river, and about one mile and a half south of the Military Academy of West Point. It commands one of the finest views on the Hudson, embracing the very heart of the Highlands, and the wildest and most picturesque scenery on this famous river. Its location is remarkably healthful; no cases of sickness having originated at this resort in twenty-five years. West Point was selected as the site of the Military Academy partly because of the healthfulness of the locality. Its location is particularly convenient for New York families, as it is but fifty miles distant, and gentlemen are enabled to visit New York daily, returning to Cozzens' at night if they desire. Among the many places of interest around Cozzens' are the U. S. Military Academy, where daily military exercises of interest occur, old Fort Putnam, Beverly Dock, Robinson House, Buttermilk Falls, etc. The drives among the historic Highlands are celebrated for their enchanting beauty, and one or two, including the five-mile drive to Crystal Lake, have recently been laid out. Distinguished visitors, including our national officials and celebrities, annually visit West Point Academy during the examinations, which begin on the 1st of June.

The hotel is built of brick, and is so constructed that all its rooms command delightful views of the river and mountain scenery. It will accommodate about 400 guests, who are the most refined and respected classes of our metropolitan society. The house is kept in a style to suit such patronage, and Cozzens' Hotel stands unrivaled among our summer resorts in its quiet elegance and comfort.

The table is not surpassed by any hotel in America in luxuries or style, and excellent music daily enlivens the enjoyments of this elegant and unexceptional resort. It can be reached by the Hudson River Railway to Garrison's Station, whence a steam-ferry conveys passengers to Cozzens' Dock; or by Day Line Steamers to West Point, with omnibus to Cozzens' Hotel, or the Mary Powell and Jas. W. Baldwin to Cozzens'. Carriages await at Cozzens' Dock and West Point the arrival of all boats and trains. Daily excursions may be made from New York, stopping for dinner and spending three or four hours at the hotel, returning to the city the same day. Passengers should not mistake the West Point or Government Hotel for Cozzens', but drive to *Cozzens' Hotel*, kept by *Goodsell Bros.*

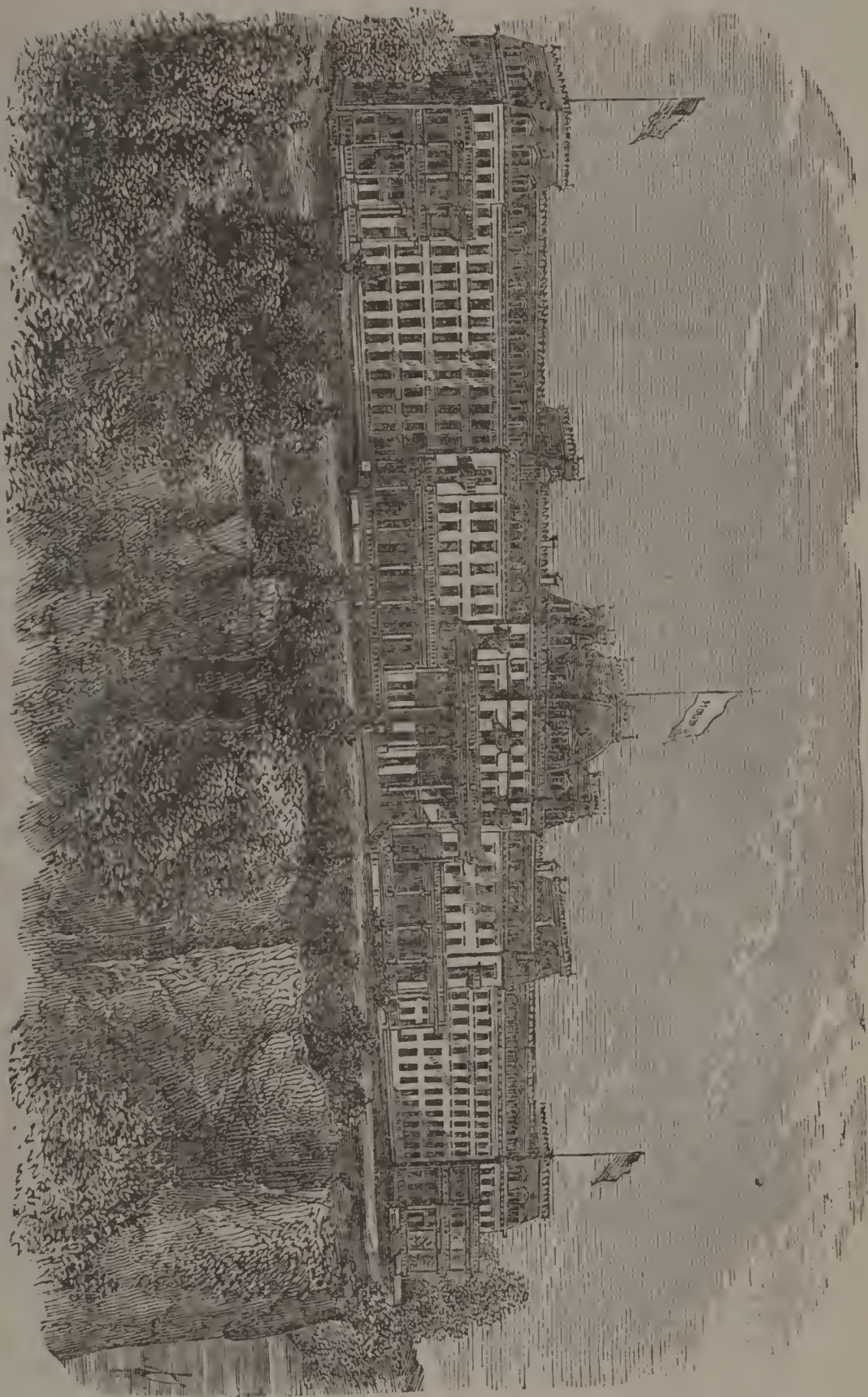


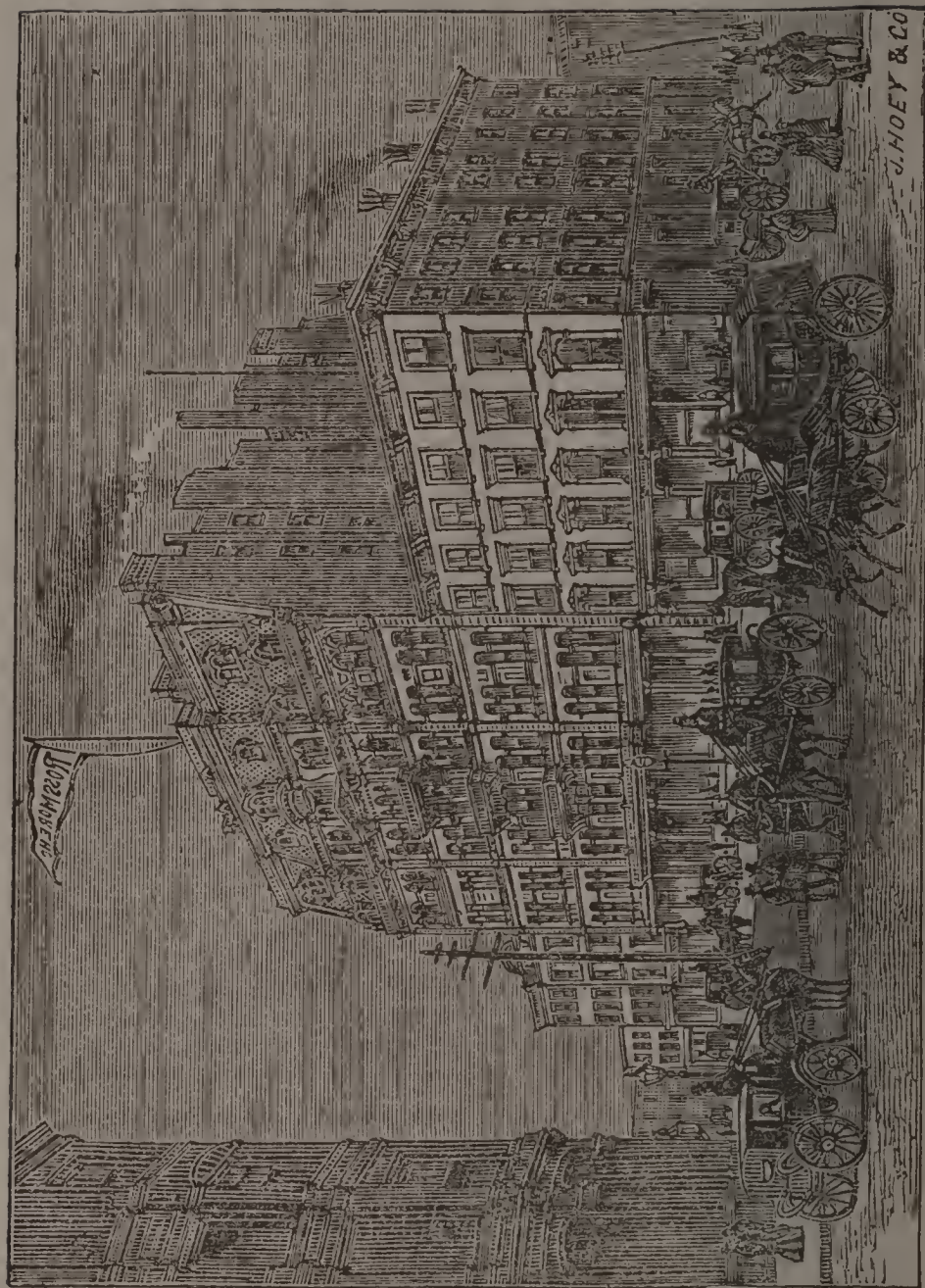
HUDSON RIVER AT WEST POINT, LOOKING SOUTH.
COZZENS HOTEL IN THE DISTANCE.

PALISADE MOUNTAIN HOUSE,

One of the finest summer hotels in the world, is situated on the Lydecker Point of the Palisades of the Hudson River, at Englewood, N. J., opposite Spuyten Duyvil. It is reached by Northern R.R. of N. J. of W. 23d St., or Chambers St., or Steamboats Adelphi and Alexis from foot of Harrison Street, New York, and by the Hudson River R. R. from 30th Street Depot to Inwood, and by small steamer ferry across the river. The situation is the most beautiful of any suburban hotel around New York City. The Palisades are four hundred feet or over above the level of the Ocean, and on one of their highest and most prominent outlooks stands the Mountain House. At its foot the Hudson washes the base of the cliffs on which it is built. To the north, bold sweeps of coast, marked with woody headlands and capped with a luxuriant forest, stretch away into the dim distance. Southerly, the spires of the city, the green hills of Staten Island, and the gleam of the Narrows fill the horizon; in front, a superb expanse of hill and dale, river, bay, and Sound spreads itself for miles and miles to the east; while from the upper windows the western view embraces all that beautiful country between the valley of the Overpeck and the Orange Mountains. The air is exceedingly clear and salubrious, and has proved extremely beneficial to invalids and children of delicate constitutions. The hotel is supplied with water from a clear, cool, and delicious spring in the forest, a mile to the westward. The pleasant and various ways of access make it a most desirable summer resort, particularly for gentlemen doing business in the city. The drives are exceeding beautiful, and extend for miles along the Hudson, affording entrancing views of the noble river and charming villas along its banks. The house can accommodate about five hundred guests. The rooms are large, *en suite*, completely, richly, and tastefully furnished. The proprietor, Mr. D. S. Hammond, thoroughly understands his business, and nothing is left undone that could please the most exacting guest. The *cuisine* of the house is equal to any in the country. The grounds about the house are picturesque, the walks charming, and the river convenient for yachting and boating. Gas, hot and cold water, and new bath houses are provided, by which all the advantages of the salt water are made available. An excellent billiard-room and bowling-alley, a fine band of music, and a well-managed livery stable provide every comfort and recreation that could be expected. The fact that the first guests of the Mountain House continue to be its steadfast patrons, year after year, speaks for its special merits and healthfulness more plainly than many words. Among the attractions of Englewood, particularly for families, is the fine Collegiate Institute of the Rev. T. G. Wall, for young ladies and children, and the Englewood Classical and Mathematical School for boys.

PARISADES MOUNTAIN HOUSE, ENGLEWOOD, N. J.
On the Hudson River opposite Spuyten Duyvil.





ROSSMORE HOTEL, Broadway, 42d St. and Seventh Ave., New York, three blocks west of Grand Central Depot. **CHARLES E. LELAND**, Proprietor. Also Proprietor of the famous *Delavan Hotel* of Albany and the celebrated *Clarendon Hotel* of Saratoga Springs, N. Y. Prices, \$4.00 per day.



CLARENDON HOTEL, Saratoga Springs, N. Y. Charles E. Leland, Proprietor.

Reduced Rates—June and September, \$21 per week; July, \$25 per week; August, \$28 per week; Transient, \$4 per day.

Mr. Leland is also Proprietor of the famous *Delavan Hotel* of Albany and the new and elegant *Rossmore Hotel*, Broadway, 42d Street and Seventh Avenue, New York City.

ERIE RAILWAY.

WESTWARD.

{ June 25, 1877. }

EASTWARD.

1 Day Exp.	5 Exp. Mail.	3 Pacific Exp.	STATIONS.		4 Night Exp.	8 New York Exp.	12 Atlantic Exp.
8.45 AM	10.30 AM	6.45 PM	Lve. New York.	Arr.			
9.00 "	10.45 "	7.00 "	" Twenty-third St.	"	1.20 PM	8.00 PM	7.30 AM
9.15 "	11.00 "	7.25 "	" Chambers St.	"	1.10 "	7.55 "	7.25 "
—	11.50 "	—	" Jersey City.	"	12.55 "	7.43 "	7.05 "
11.14 "	1.58 PM	9.42 "	" Paterson.	"	12.20 "	6.23 "	6.23 "
—	2.20 "	10.01 "	" Goshen.	Lve.	10.57 AM	5.45 "	—
12.13 PM	3.22 "	10.55 "	" Middletown.	"	10.41 "	—	4.40 "
			" Port Jervis.	"	9.57 "	4.50 "	3.43 "
2.20 "	5.40 "	—	Arr. Honesdale.	Lve.	7.30 "	2.35 "	—
12.58 "	4.18 "	11.45 "	Lve. Lackawaxen	"	9.12 "	4.04 "	—
2.38 "	6.35 "	1.45 AM	" Hancock.	"	7.25 "	2.25 "	12.55 "
3.05 "	7.08 "	2.15 "	" Deposit.	"	6.55 "	2.01 "	12.28 "
4.00 "	8.15 "	3.00 "	" Susquehanna.	"	6.20 "	1.25 "	11.48 PM
4.15 "	8.25 "	—	" Great Bend.	"	5.50 "	12.53 "	—
4.45 "	9.20 "	3.45 "	" Binghamton.	"	5.22 "	12.30 "	11.00 "
5.25 "	10.25 "	4.23 "	" Owego.	"	4.40 "	11.50 AM	10.10 "
6.00 "	11.20 "	5.03 "	" Waverly.	"	3.55 "	11.14 "	9.23 "
6.35 "	12.25 "	5.41 "	" Elmira.	"	3.18 "	10.42 "	8.47 "
7.12 "	1.17 AM	6.22 "	" Corning.	"	2.36 "	10.08 "	8.10 "
8.18 "	—	7.33 "	" Bath.	"	—	9.06 "	6.46 "
9.25 "	—	8.42 "	" Wayland.	"	—	8.08 "	5.48 "
10.40 "	—	10.12 "	" Avon.	"	—	6.55 "	4.40 "
11.20 "	—	10.50 "	Arr. Rochester.	"	—	6.00 "	4.00 "
8.55 "	4.05 "	8.20 "	Lve. Hornellsville.	"	1.08 "	8.50 "	6.35 "
11.04 "	6.57 "	10.57 "	" Attica.	"	11.01 PM	6.30 "	4.10 "
12.20 AM	8.20 "	12.25 PM	Arr. Buffalo.	"	9.45 "	5.15 "	2.50 "
1.00 "	9.25 "	1.02 "	" Niagara Falls.	"	7.40 "	4.35 "	2.05 "
1.05 "	9.30 "	1.07 "	" Suspension Bridge.	"	7.35 "	4.30 "	2.00 "
9.57 PM	—	9.17 AM	Lve. Genesee.	"	—	7.21 "	5.20 "
11.15 "	—	10.40 "	" Olean.	"	—	6.10 "	4.09 "
11.55 "	—	11.35 "	" Salamanca.	"	—	5.25 "	3.25 "
2.30 AM	—	1.30 PM	Arr. Dunkirk.	"	—	7.15 "	1.05 "

THE ERIE RAILWAY COMPANY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—The Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage. And for a whole year, the official records of the United States Post Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines. Facts well worthy the consideration of travelers.

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Leave New York Daily, Saturdays excepted, at 6 P.M.,

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Arriving at Troy at 6 A.M., connecting with all morning trains North, East, and West.

THROUGH TICKETS SOLD AND BAGGAGE CHECKED TO ALL POINTS.


RETURNING, leave Troy Daily, Saturdays excepted, at 7.30 P.M., or on arrival of all evening trains from the North, East, and West.

 Through Tickets sold on the Steamers, and Baggage checked through to Long Branch, Ocean Grove, Philadelphia, Baltimore, and Washington.

THROUGH TICKETS sold in New York and Baggage checked from all offices of Wescott's Express Company. No. 7 Park Place, and 785 & 942 Broadway; No. 333 Washington St., Brooklyn; No. 79 Fourth St., Williamsburgh; No. 107 Montgomery St., Jersey City; and at all principal Hotels in New York.

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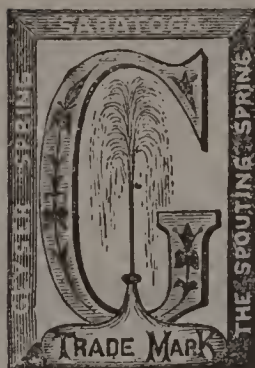
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SARATOGA,

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Chloride of Sodium...	562.080 grains.	Bicarbonate of Baryta.	2.014 grains.
Chloride of Potassium.	24.634 "	Bicarbonate of Iron...	0.979 "
Bromide of Sodium...	2.212 "	Sulphate of Potassa...	0.318 "
Iodide of Sodium.....	0.248 "	Phosphate of Soda...	trace.
Fluoride of Calcium...	trace.	Biborate of Soda.....	trace.
Bicarbonate of Lithia..	9.004 "	Alumina.....	trace.
Bicarbonate of Soda...	71.232 "	Silica... ..	0.665 "
Biearb. of Magnesia ..	149.343 "	Organic matter.....	trace.
Bicarbonate of Lime ..	168.392 "		
Bicarbonate of Strontia	0.425 "	Total solid contents...	991.546 "

Carbonic Acid Gas in 1 U. S. Gal 454.082 cub. in.

Density 1.011

Temperature 46° Fah.

It will be observed that the water is strongly charged with valuable medicinal, mineral and gaseous properties, and the preponderance of Gas enables the water to hold its heavy and valuable mineral elements in perfect solution, whereby the water is bottled in perfect purity, and may be preserved for ages and in any climate. The fact that the Spring is located 132 feet beneath a solid rock renders it free from all impurities from surface wash or drainage.

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Geyser Water is a powerful cathartic, while at the same time, by proper use, its minerals may be retained to operate as a tonic and builder up of an enfeebled system. Geyser Water operates with excellent effect upon the Kidneys.

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The Spring property is not managed by a Stock Company, and for the purposes of business the proprietor has adopted only the name "Geyser Spring."

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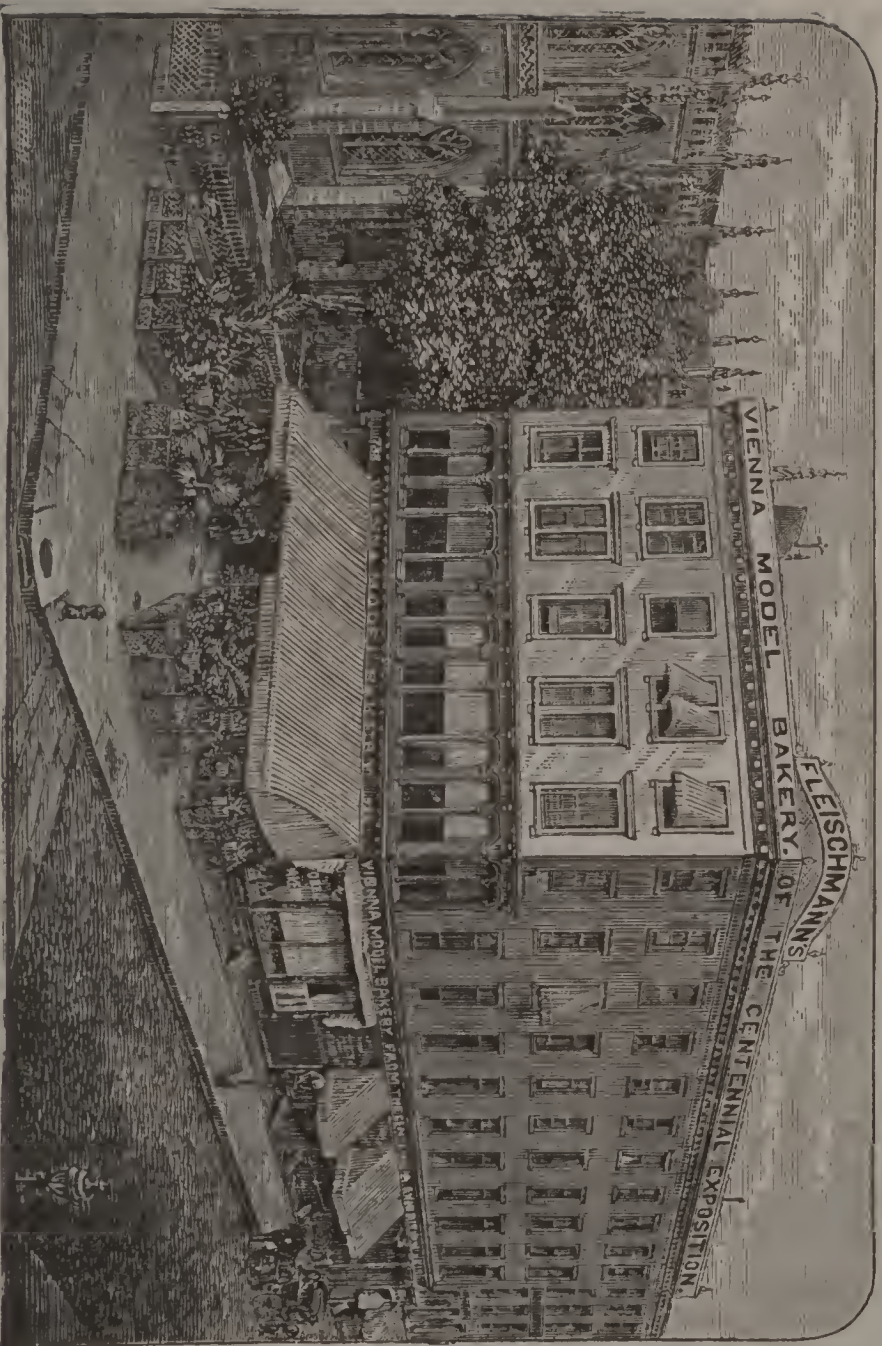
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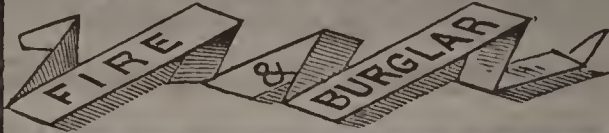
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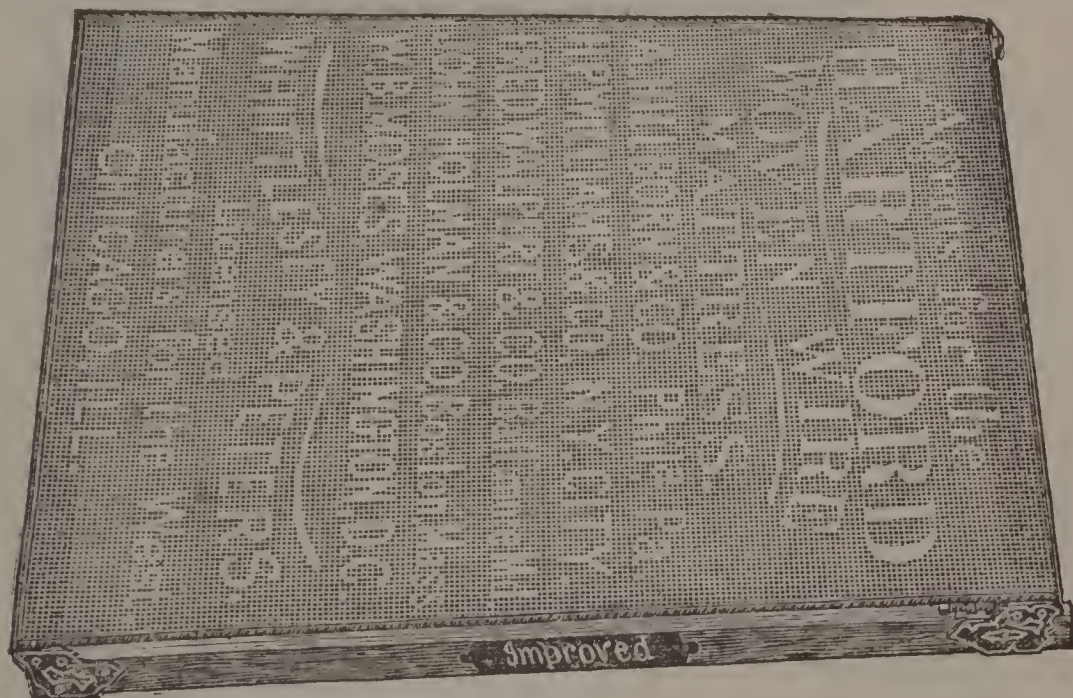
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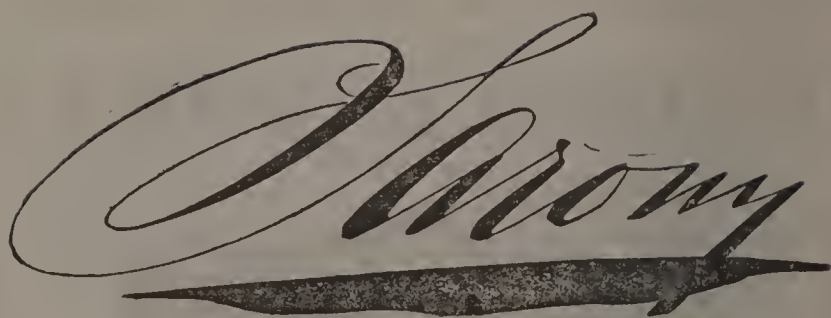
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A large, elegant, cursive signature that reads "Pierson". The letters are fluidly connected, with a prominent loop at the start of the "P" and a long, sweeping underline that extends across the width of the signature.

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NET ASSETS, January 1, 1876.....	\$41,462,065 53
RECEIVED IN 1876: { For Premiums.....	\$5,725,120 67
{ For Interest and Rent.....	2,893,993 46 9,619,114 13
Disbursed in 1876.....	\$51,081,179 66
	7,061,033 19
BALANCE, NET ASSETS, DECEMBER 31, 1876.....	\$44,020,146 47
Gross assets, December 31, 1876.....	\$46,213,006 33
LIABILITIES:	
Amount required to reinsure all outstanding policies, net, assuming 4 per cent. interest.....	\$40,775,730 00
All other liabilities.....	1,315,313 40 42,091,043 40
Surplus, December 31, 1876.	\$4,121,962 93
Increase of assets during 1876.....	\$2,718,355 41
Ratio of expense of management to receipts in 1876.....	6.95 per cent.
Policies in force, Dec. 31, 1876, 66,618, insuring.....	\$183,414,408 00

JAMES GOODWIN, President.

JACOB L. GREENE, Sec.

JOHN M. TAYLOR, Asst. Sec.

ÆTNA

INSURANCE COMPANY,

OF HARTFORD, CONN.

Capital,	-	-	-	\$3,000,000
Assets,	-	-	-	7,000,000

INCORPORATED 1819.

CHARTER PERPETUAL.

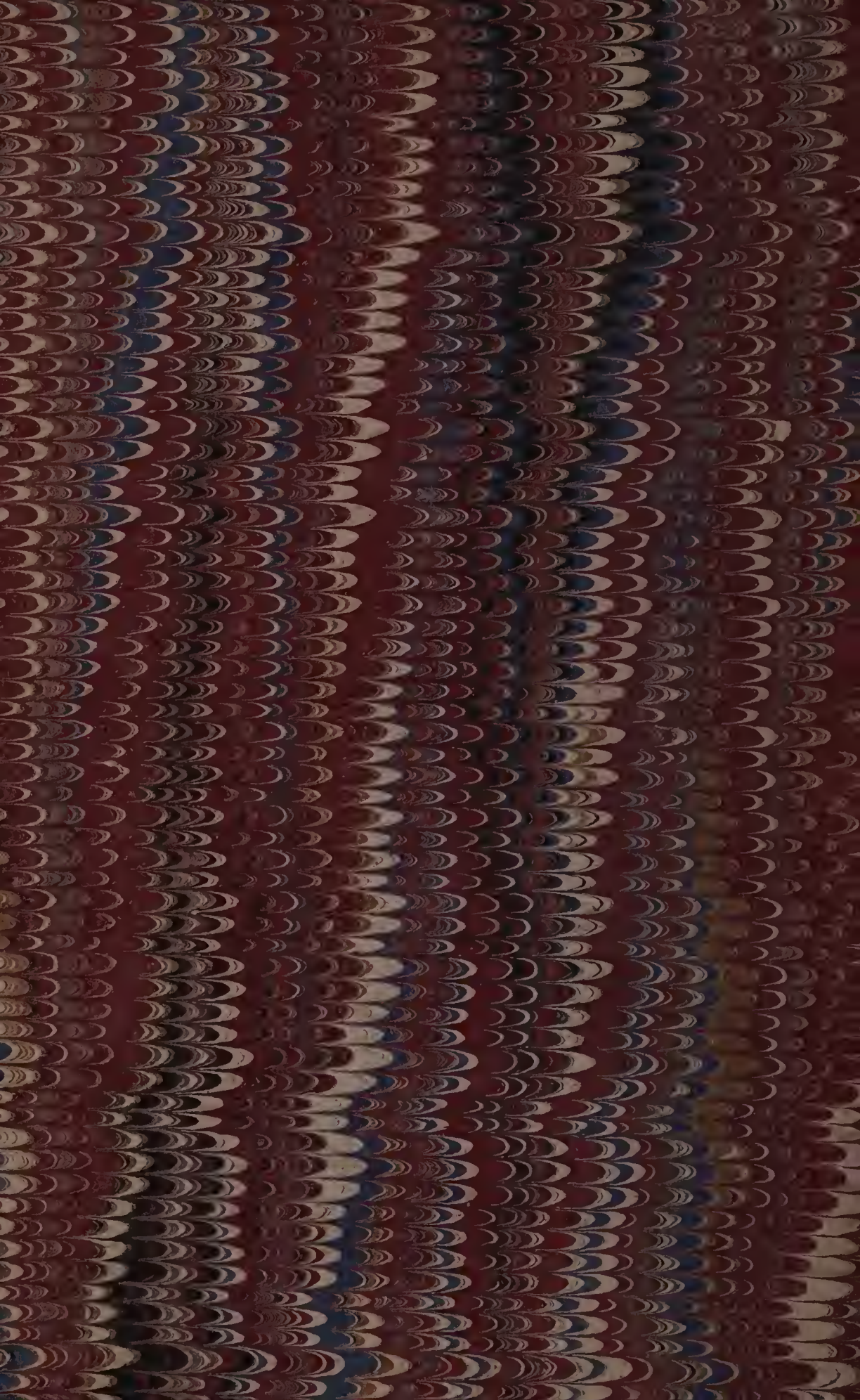
L. J. HENDÉE, President.

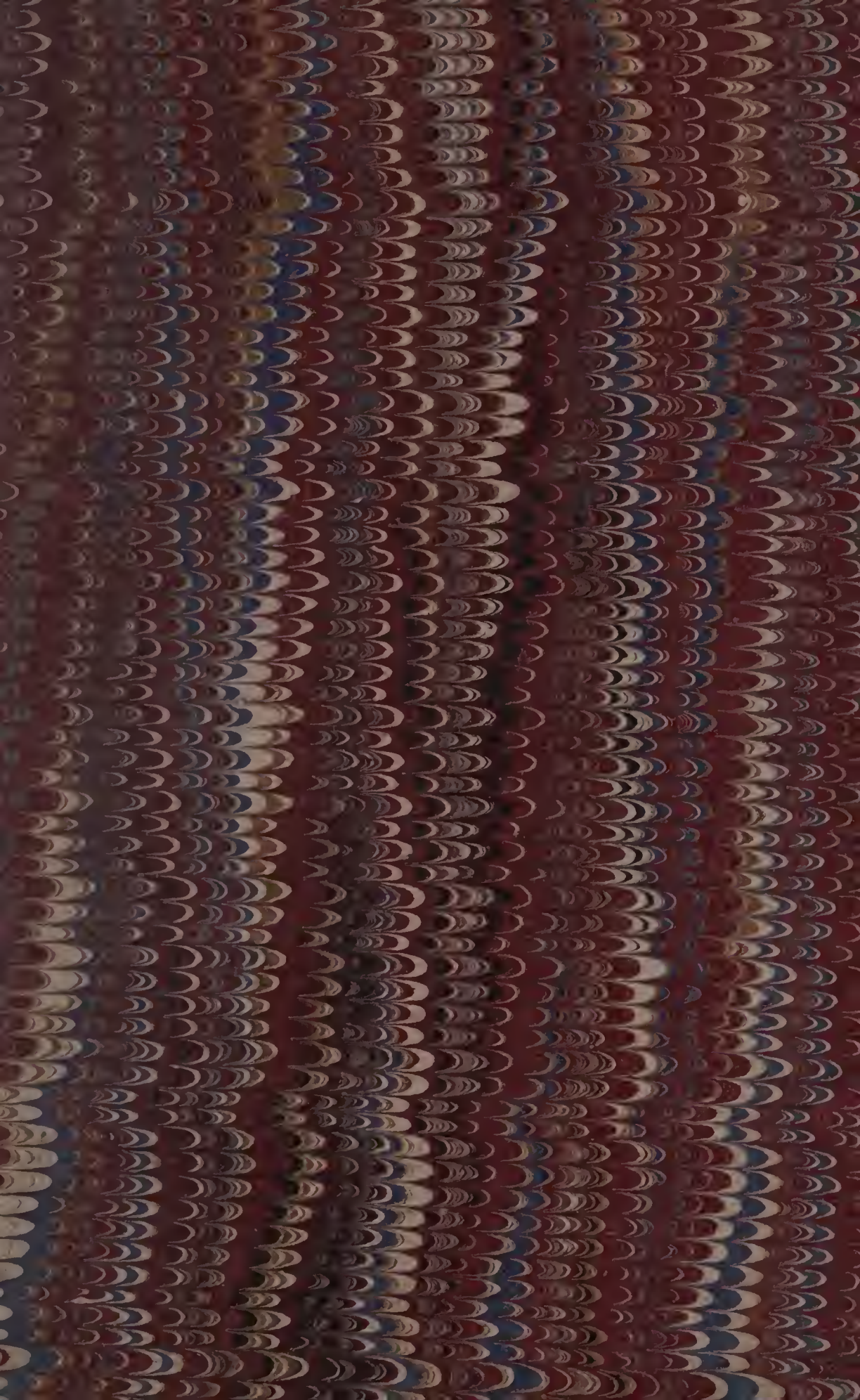
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